MC2289

POOR DOCUMENT

Questions for Investors

Do sound stocks at market prices yield a rate adequate to risk of fluctuation and responsibility assumed in becoming a shareholder?

Are there not periods when the soundest stocks cannot be marketed except at a sacrifice?

Why assume risks when the

CANADA PERMANENT MORTGAGE CORPORATION

Will Pay You 4 p. c. on Deposits?

The security is absolute, and there is no commission or brokerage.

Paid Up Capital, $5,000,000; Reserve, $2,000,000; Assets, $24,000,000

MARITIME BRANCH, PRINCE WM. ST., ST. JOHN, N. B.

EDMUND B. LeROY, MANAGER.

IS REGULATED AUTOMATICALLY

Money Market's Influence Over Speculation---Foreign Trade Prospects.

(Watson & Alpers, New York.)

Speculation in stocks is apparently being regulated automatically by the money market. Whenever it threatens to run too fast and to overtax money resources needed exceptionally in the crop moving season, the extra cost of money that results tends to put on a brake. The reaction that followed the early activity and buoyancy of the week corrected the technical situation by inducing profit taking, liquidation of weak accounts and fresh accumulation of the short interest. Not that there was a sharp rise in money rates this week, but that premonition of a possible flurry around the end of the month led to more conservative operations in advance.

Sterling exchange has risen close to the gold export point, and it is not impossible that moderate shipments of the precious metal may take place. The strength of the Bank of France's gold reserves renders it unnecessary that any extra inducements should be offered to draw from us, so that any outflow must be the distinct result of exchange conditions warranting actual transfers of balances from here to Europe. It is well understood that the advance in exchange has been due largely to the calling home of part of the Japanese funds on deposit in this country, perhaps to help ease London, which is now relatively the weakest of international monetary centres. For the same reason, Japanese credits in Berlin were recently shifted to England.

Our foreign trade prospects, however, are such that bankers generally recognize that any conditions commanding gold exports from New York must be temporary. Cotton exports are again running ahead of this time a year ago, and there is certainly of a great demand for this commodity on account of the improvement in the textile industries abroad. A tremendous outward movement of American grain in the next few months is also indicated by the high price and scarcity of ocean freight room.

Freights have been engaged ahead for from four to six months, and the average of cargoes to the United Kingdom and the continent is fully sixty per cent higher than in October a year ago. Russian wheat export trade has experienced another sharp setback from the fresh outbreak of revolutionary disorders in the empire, stimulating materially higher prices for American wheat and, in smaller measure, other cereals. A steady, continuous export movement of our grain may be expected from now on to next spring, and it must inevitably weaken sterling later on and throw a good trade balance in our favor.

COMMENT ON THE MARKET

General Notes and Current Opinion as Expressed by Dealers.

(Hayden, Stone & Co., Boston.)

Speculation in Boston copper shares has been of a reduced volume during the past week. The increasing attractiveness of the New York market has been responsible for this relative dulness in a measure. The local market continues to look very promising and is, we believe, thoroughly healthy. New and large dividends may be looked for from time to time from the various properties dealt in. The money market is slightly easier, but we look for no permanent change for some time to come. General business conditions are all that could be desired. While very brilliant, they have nothing of the boom character about them, and the promise is for a long continuance of them.

(Curtis & Sederquist, Boston.)

There are signs of an increasing interest on the part of the public. Sentiment in general is, however, still bearish, and on any sign of weakness traders are inclined to sell stocks. This is one of the principal reasons why the market works steadily firmer. The recessions are caused by the catching of stop orders placed by a somewhat timid public. The money market is working easier as pressure is necessary. There are many good reasons why there is danger of higher rates for call money. Within three or four weeks the cash sent West to move the crops will begin to return in large amounts, so that the monetary situation is no longer a weapon for the bears.

(T. A. McIntyre & Co., New York)

It is believed that we will have quite a flurry in the local money market in the early part of the week in connection with calling of loans for the November disbursement, and should any gold be engaged for shipment abroad it would naturally tend to stiffen money rates here. Owing to the uncertainty ahead of the market for the next few days, we would favor conservatism in market operations and would only take the buying side on sharp recessions from the present level. It is the general opinion that if we pass over Tuesday without any serious disturbance the stock market will improve.

(Pettigrew, Bright & Co., Boston.)

Haven't the Boston coppers held well and do they not show every sign of keeping on in the up-lift? But we repeat our earnest advice of past weeks: Caution and discrimination are made necessary. There are many good opportunities, but it does not follow that the "buy-me-anything" days are here. If they were we would advise everybody to get out in a hurry. When that happens it will be time to turn on this market, but it is not time by any means yet. We believe that we are to have more activity, more buoyancy and more fine opportunities for judicious trading in the coppers.

(Corey, Milliken & Co., Boston.)

The natural firmness of money rates to date, incident to the season, has been made to serve a most salutary purpose in checking any undue tendency to speculative excess. The market situation has been kept most wholesome by these repressive measures, and with securities in the strongest hands and neither incentive nor desire to liquidate, the foundations are most solid and stable for the sustained advance in prices which now seems inevitable. The market "wants to go up," and a survey of all the factors that make markets reveals at once the reason.

(Carpenter, Baggot & Co., New York.)

The stock market had an almost continuous advance for ten days, and the reaction of yesterday was timely and seemed to be chiefly for technical reasons. Any unfavorable news of consequence could be used to bring about a further recession in view of the moderation of the decline. Fundamental conditions are at a very high level yet some stocks are selling below previous prices

NEW YORK STOCK SALES

Trading in stocks on the New York Stock Exchange this year passed the 200,000,000-share mark with last Wednesday's trading. This is about 13,000,000 shares more than the total number of shares traded in on the exchange in the entire year 1904. The trading up to this period this year indicates a total of 230,000,000 to 240,000,000 shares for 1905. This compares with a record of 265,877,964 shares in 1901.

The total trading in bonds for the year up to the close of Wednesday on the New York Exchange was $857,000,000, or about $180,000,000 more than the amount at the corresponding period of 1904. The total par value of the bonds bought and sold on the exchange last year was $1,042,900,000. An active market from now on would make the total for 1905 exceed that figure and create a new record.

SALES FOR YEAR OVER A MILLION

Satisfactory Report of the Canada 'Cycle and Motor Co.---Will Make Skates.

(Toronto News.)

A profit of $10,458.47 on the operations for the year ending July 31 last was shown by the report of the Board of Directors of the Canada Cycle & Motor Company, Limited, presented at the annual meeting yesterday afternoon. The sales for the year amounted to $1,072,023.36, and the liabilities of the company were decreased by $241,000. The statement of assets and liabilities showed that the company has a clear sudplus of actual assets over and above its liabilities of $500,000.

In many respects, according to the report of the directors, the season just closed has been an encouraging one in the bicycle business. While the sales throughout the Dominion are slightly below the sales of the previous year in point of number, the average price per bicycle has been higher, indicating a demand for better quality machines. In the city of Toronto and province of Ontario, the company's business has shown an improvement in the volume of business as well. "In fact, there are many signs which would indicate that interest in the bicycle is reviving, and that in another this interest will show itself in increased sales at fair prices."

The extension of the company's automobile business is commented upon favorably, and the expectation is that the company's range of machines for 1906 will enable them to "capture a large share of the Canadian business."

Another paragraph of the report is as follows: "Realizing that there was a favorable opportunity in Canada for the manufacture of skates, we have entered upon this business during the past season. So far as the year passed has been concerned, this new departure has shown no returns as the skates sold are to be delivered in the coming winter. Our skates embody some new features on which we have been able to obtain patents, which we believe will be of value to the business. We have found a ready sale for our output, and believe that this branch will be an increasingly profitable one for the company."

The company's Australian business has been placed within a much safer compass, its investments there having been reduced. During the year a heavy loss by fire was suffered at Wellington, New Zealand.

Nearly 250 men are employed at the company's factory at Toronto Junction.

MONETARY SITUATION

It Still Dominates the Stock Market---London Opinion.

(New York Paper.)

The stock market has been dominated some time by the uncertain monetary situation and business has been confined chiefly to operations of professionals who, while they trade in large amounts of stocks at times, buy or sell for quick turns. They are opportunists, and cannot be considered either bulls or bears except for the moment.

The aggressiveness of the pools in various specialties has made it most profitable to trade on the long side of these stocks of which condition the professional element has taken advantage, with the result that the market has shown an upward trend, particularly in the specialties.

Notwithstanding that the country is now enjoying an unparalleled period of general prosperity commission house business has been comparatively light for some time, and is expected to remain so until the outlook becomes more favorable for an abundant money supply at easy rates.

Money Market Uncertain

Those who believe that such a development is imminent base their opinion on the continued uncertainty of monetary conditions. The first relaxation in bankers' discounts here was followed by a sudden and almost startling advance in sterling exchange which has brought us to the verge of specie exports at a period of the year when the golden tide should be setting readily toward these shores. This is the season of our heaviest exports. Our grain and cotton has been moving steadily to Europe, but the bills thus created, instead of yielding cash, or increasing foreign obligations to us, have been used to liquidate debts which our extravagance has piled up on the other side during the summer. The more we prosper the greater the bills are run up abroad in September last our total exports increased $1,719,492, but our total imports increased $17,984,851. This was the result, to a great extent at least, of the luxurious tastes of our tourists who spent the summer abroad, and whose total expenditures reached the by no means insignificant sum of $200,000,000.

London Opinion

(Special Correspondence of the Evening Post)

On the London Stock Exchange, professional operators continue to speak of "American rails" as the "most promising market," and the public, here and there, is taking a hand in the game. At the moment, however, there exists an undoubted feeling in many quarters, that history may be about to repeat itself through New York's unloading upon London at the top prices of the day. Roughly I think it would be fair to say that even those who favor "American rails" look upon the boom as nearing its third and final stage of development. Such operators look for a further great outburst of activity and a proportionate rise in values, but I believe, nevertheless, that they look upon it as probably the final movement before a more or less permanent reaction. These are the market's views; it is only fair to say that they are not based upon any very intelligent consideration of the economic factors at work in your country. They have their origin in past experience of American booms and American finance methods.

CUSTOMS REVENUE

The following is a comparative statement of customs revenue collected at the port of St. John, N. B. during the month of October, 1904 and 1905 as compiled by Acting Cashier George M. Jenkins, showing an increase of $17,560.92 for October.1905:

	1904	1905.
Customs.	$89,604.60	106,686.24
Sick Mariner's Fund.	201.28	200.56
Warehouse Fees.	60.00	440.00
Total.	$89,865.88	107,326.80

INLAND REVENUE

Inland revenue receipts for the month of October:

	1904.	1905.
Spirits	9,298.36	12,563.05
Tobacco.	10,051.25	8,890.50
Raw Leaf	389.75	435.46
Cigars.	1,221.00	1,244.19
Bonded Manufacturers.	235.34	364.25
Other Receipts.	2,127.50	2,508.38
Total.	$23,323.20	$26,005.83
Increase $2,682.63.		

WALL STREET

NEW YORK, Nov 1.—Wall St. Realization on yesterday's late advance and the execution of some large buying orders in a number of favorite stocks caused an irregular opeping in the stock market today but overnight changes were not pronounced outside of lead which gained a point. Railroad stocks were heavy.

NEW YORK COTTON MARKET

NEW YORK, Nov. 1—Cotton futures opened firm Nov. 10.38; December, 10.55; January 10.66; Feb. 10.76; March, 10.83; May, 10.94; June offered, 10.99; July, 11.00.

THE WORLD OF SHIPPING.

MINIATURE ALMENAC.

1905. November		Sun Rises	Sun Sets	Tides High	Tides Low
1	Wed.	7.05	5.10	2.21	8.38
2	Thur.	7.07	5.08	3.17	9.34
3	Fri.	7.08	5.07	4.16	10.35
4	Sat.	7.10	5.05	5.17	11.38

In Atlantic Standard Time, counted from Midnight to Midnight.

PORT OF ST. JOHN.

November 1.

Arrived.

Tug Douglas H. Thomas with coal barge Grandee in tow from Louisburg, C. B. R. P. & W. F. Starr.

Schr Effie May, Gale, from Boston, D. J. Purdy, ballast.

Schr Jennie C. 98, Currie from Boston. A. W. Adams, ballast.

Coastwise:—

Stmr Bear River, 70 Morehouse, Bear River and cld.

Schr Sovereign, 31, Peters, Westport.

Schr G. Walter Scott, 75, McDonough, St. Martins.

Schr Elihu Burrell, 49, Spicer, Harborville.

Schr Maitland, 44, Hatfield, Port Greville.

Cleared.

Schr Island City, 364, Joston for New York John E. Moore, deals, etc.

Coastwise:-

Schr Henry Swan, Cole, Sackville.

Schr Shamrock, Webster, Maitland.

Schr Levuka, Ogilvie, Five Islands.

Schr Fred & Norman, Cheney, Grand Harbor.

Barge No. 2, Warnock, Parrsboro.

Stmr Kilkeel, Nivier, Port Hastings.

Schr Bessie G. George, Parrsboro.

Sailed.

Stmr Eretria, Mulcahay for Brow Head for orders.

Stmr Calvin Austin, 2853, Pike, for Boston via Eastport.

DOMINION PORTS.

HALIFAX, Nov. 1—Ard. stmr Ocamo Bermuda, Windward Islands and Demerara, for St. John.

NELSON, N. B. Oct. 31—Ard bktn August from Capa.

HALIFAX, Oct. 31—Ard schr Priscilla, Sydney.

Sld—stmr McKay-Bennett, New York.

HILLSBORO, Oct. 28—Cld. stmr Crane Chester.

BRITISH PORTS.

GLASGOW, Oct. 30—Ard, stmr Buenos Ayres, Montreal.

MIDDLESBOROUGH, Oct. 29—Sld, stmr Devona, Montreal.

Glasgow—Ard, bark Proven, Richibucto.

LIVERPOOL, Oct. 31—Ard stmr Bangor, Chatham, N B for Manchester, Lake Manitoba, Montreal; Manchester City, Montreal and Quebec for Manchester.

Sld—stmrs Lake Erie, Montreal; Sylvania, Boston, Halifax.

KINSALE, Oct. 31—Passed, stmr Southwark, Montreal and Quebec for Liverpool.

MANCHESTER, Oct. 31—Ard. stmr Manchester City, Montreal.

Ipswich, Oct 30—Ard, schr Fram, Halifax.

HOLY HEAD, Oct. 31—Ard. bark Marc Tormentine for Queenstown (was unable to make Queenstown on account of a gale).

LONDON, Oct. 31—Ard, bark Franziska, Ingram port.

FOREIGN PORTS.

HAMBURG, Nov. 1—Sld. stmr Selacia, Charleston, S. C.

CIENFIEUGOS, Oct. 31—Ard. bktn Hector Bridgewater, N. S.

BRIDGEPORT, Conn.—Ard schr Hattie C Hantsport, N. S.

GREENWICH, Conn. Oct. 28—Ard schr Rewa, St. John.

PORTLAND, Me. Oct. 28—Sld. bark Snowden, Br. Buenos Ayres.

STAMFORD, Conn. Oct. 27—Ard bark LakeSide Buenos Ayres via New London.

TACOMA, Oct. 28—Ard bark Buffon, Victoria, B. C.

EDGARTOWN, Oct. 30—Ard, schr John G Walter, New York for Sackville.

NEW HAVEN, Oct. 30—Ard schr Hibern's St. John.

NEW YORK, Oct. 31—Sld, ship Halnaut, Antwerp; schs Aldine, St. Andrews, N. B.; Leonard Parker, Port Reading; Silver Leaf, Parrsboro, N S. Goodwin Stoddard, Jacksonville.

FERNANDINA, Oct. 31—Ard stmr Pandosia, Cardiff.

NEW HAVEN, Oct. 31—Sld schr Walter Miller, St. John.

BOSTON, Oct. 31—Ard, schs Jennie Palmer Dorchester; Rowena, Musquash; G. H. Perry, St. John; Pearl, do; Lotus, do; H. M. Stanley, do; Silver Wave, St. Martins.

Sld—Stmr Prince George, Yarmouth.

ROCKLAND, Oct. 31—Ard schr Samuel W. Hathaway, Bangor for New York; tug Springhill, towing two barges, Parrsboro.

VINEYARD HAVEN, Oct. 31—Ard, schrs Wm. L. Elkins, South Amboy for New York; M. D. S. New York for Hantsport. No vessel sailed.

PORTSMOUTH, Oct. 31Ard, schrs Mollie Rhodes, Hantsport for Havana; Fannie, for Stonington; Connie, for Fall River; Emma E. Potter, Clemens, Port Neuf for Boston.

Sld—Schs Bobs, Boston for Parrsboro; Willis and Guy, from Weymouth for Bangor.

CITY ISLAND, Oct. 31—Bound south, schs Meteor, Liverpool, N S; Manhattan, Jordan River; Earl of Aberdeen, Apple River; Unity Newcastle; Rothesay, Chatham; Ethel B. Sumner, Bathurst; W E and W L Tuck, St. John; Georgia Pearl, do.

Bound east—Str Edda, Newark for Hillsboro; bark Egeria, for St. John.

REPORTS, DISASTERS, ETC..

VINEYARD HAVEN, Mass. Oct. 29—Schr Sarah L Davis, Rider, from Weehawken for Castine, arrived here this morning leaking 1,000 strokes per hour; will make temporary repairs and proceed.

Schr Harry Knowlton, New York for Salem, blew away mainsail last night in Vineyard Sound; will repair and proceed.

The work of discharging schr Viola here is progressing slowly. About 55,900 laths were taken out yesterday and placed on board schr Morancy.

SPOKEN.

Norwegian steamer Aguar, 990 tons from Pictou to United Kingdom, deals, 45 shillings

Recent Charters.

British steamer Sachem from Boston for Liverpool, Oct. 25, lat 46 47, lon 46 24 (by steamer Bluecher).

EXPORTS

FOR NEW YORK—per schr Island City—133,297 feet deals and scantling; 252,430 staves 83,021 feet pine boards; 50,426 feet spruce boards.

LATEST MARINE NOTES

Arrangements have been completed for the installation of wireless telegraph upon the Royal Mail Steam Packet Co.'s steamers Tagus, Atrato, Plata, Trent and Orinoco, plying between New York and Southampton via Colon, and the Southern Pacific Co'c steamer Prince Arthur, plying between New Orleans and Havana.

The British bark Lake Side, Captain Fancy arrived at Stamford Ct. on the 27th October from Buenos Ayres.

The Minister of Marine and Fisheries, Mr. Prefontaine, has been paying a visit to Nova Scotia, giving particular attention to the wireless stations and the dogfish reduction plants. The station on Partridge Island is the last of the twelve which the Government contracted with Marconi to erect. It is said by Mr. Prefontaine o be the intention of the Government to have wireless stations erected along the survey line of the Transcontinental railway, to enable the parties to keep in touch. The station at Sable Island is working very satisfactorily, communication with the main station at Halifax and with other points being constantly maintained. The Sable Island station is taking from fifty to one hundred messages a day to and from passing ships.—Monetary Times.

The British Board of Trade returns just issued show an interesting comparison between the progress of British and foreign shipping during the last sixty years, or say from 1840 down. In 1840 the total of British ships was 6,490,488 tons, while the rest of the world combined had only 2,949,132 tons. In 1870 these figures had gone up to 25,072,180 tons and 11,568,002 tons respectively: In 1900 British ships were 62,710,000 tons and the foreign were 35,872,000 tons, and in 1904 the British were 69,654,000 tons and the foreign 38,735,000 tons. The percentage of British to the total tonnage in 1840 was 68 per cent and in 1904 it was 64 per cent. It has maintained its supremacy, therefore, very steadily during the entire period.

Total apple shipments from Boston last week were 37,723 barrels, steamer Ivernia for Liverpool with 14,533 barrels taking out the biggest quantity. Shipments since the season opened to date are 113,312 barrels as compared with 188,441 barrels in the same period last year.

The German bark Standard, formerly the American clipper ship Queenstown, built at Richmond, Me., 29 years ago, and of 1508 tons register, was recently sold to a German steam trawling company for 19,000 marks.

The new British steamer Freiderike arrived recently at Philadelphia in ballast from Shields, to load 270,000 bushels of oats for Surrey dock, London, to be transhipped from there to South Africa. The British government is badly in need of oats to supply her cavalry forces in South Africa and other places. It is said that the cargo of the Friederike will be the largest of the kind ever shipped from the United States.

The steamer Pro Patria, or Canada, as she is to be renamed, is expected to come off the marine slip today as sound as a new vessel. It is expected she will go on the route between Halifax and Louisburg and other C. B. ports, and will dock at Campbell and Co's wharf.

NEW YORK STOCK MARKET

November 1.

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

	Yesterday's Closing.	Today's Open'g.	Today's Noon.
Amalg Copper.	89	83⅞	84
Anaconda.	119¾	119	119
Am. Sugar Rfrs.	142¾	142⅝	142⅝
Am. Smelt & Rfg.	139	139¾	141
Am. Car Foundry.	41¼	41⅝	41⅝
Am. Wolen.	42¾	42¾	41¾
Atchison.	83½	83⅝	83¾
Am. Locomotive.	70	70	71⅛
Brook Rpd Trst.	75⅝	75⅝	74⅞
Balt & Ohio.	112½	112⅝	112½
Chesa & Ohio.		55⅝	55⅝
Canadian Pacific.	172	171⅞	171½
Chicago & Alton.			
Chi & G West.	21⅝	21½	21⅜
Colo F & Iron.	45¼	45¼	45⅞
Consolidated Gas.		182¾	182½
Gen Electric Co.		183	187½
Erie.	48⅛	48	48
Erie First pfd.		81	81
Illinois Central.	173½	173¼	173
Kansas & Texas.	33⅝	33⅝	34⅞
Kansas & Texas pfd.		69⅝	70⅝
Louis & Nashville.	152⅝	152⅛	152⅝
Manhattan.		155½	155⅝
Met. Street Ry.	119⅛	119½	119⅛
Mexican Central.		24	23⅞
Missouri Pacific.	103⅞	104	103½
Nor & Western.		86⅝	86⅝
N. Y. Central.	151⅞	152	151½
North West.	222		
Ont & Western	54	54⅛	54
Pacific Mail.	49¼	49½	49
Peo C & Gas.	104⅞	104½	104½
Reading.	128½	128⅝	128⅝
Republic Steel	35⅞	35⅝	35¾
Sloss Sheffield.		72½	72½
Pennsylvanie.	145½	145⅝	145⅞
Rock Island.	29⅞	29⅞	29⅝
St Paul.	180⅝	180½	180⅝
Southern Ry.	36⅝	36⅝	36¼
Southern Ry pfd.		99⅝	99⅝
Southern Pacific.	70⅝	70⅝	70⅛
Northern Pacific.		205	205
National Lead.	52⅛	52½	53½
Tenn C & Iron.	91⅝	91	91¼
Texas Pacific		34½	34½
Union Pacific.	132⅝	133⅛	133⅝
U. S. Steel.	38⅛	38	37⅞
U. S. Steel, pfd.	105⅛	105¼	105⅛
Wabash pfd.		41⅛	41¼
Total sales in N Y yestgerday 1,028,900 shrs.			

CHICAGO MARKET REPORT.

Dec Corn	46⅛	46⅛	46⅝
Dec Wheat	89⅝	89⅞	88⅞
May Corn.	46⅝	46⅝	45½
May Wheat	90⅞	91⅛	90⅝

MONTREAL QUOTATIONS.

Dom Iron & Steel	21½	21⅝	21½
Dom I & S pfd.		71⅛	71½
C. P. R.	171½	171½	171½
Twin City.	117⅛	116	117
Montreal Power	92	91½	91½
Rih & Ont. Navigation	71½		

N. Y. COTTON MARKET.

December Cotton	10.47	10.56	10.57
January Cotton	10.59	10.66	10.66
March sCotton	10.75	10.83	10.85
May Cotton.	10.84	10.94	10.91

C. P. R. LEASES SMALL ROAD

MONTREAL, Nov. 1.—(Special). — The Canadian Pacific Railway has leased the Tilsonberg, Lake Erie and Pacific in western Ontario. The C. P. R. will take over the road on Nov. 15 and new branches will be constructed. About one-quarter of the wheat crops, or 21,000,000 bushels, has been marketed in the west. The figures to date last year were 10,900,000.

SUPREME COURT

Railway Cases Occupied Its Time and Attention at Ottawa Yesterday.

OTTAWA, Oct. 31 (Special)—The Grand Trunk Ry Co. v. Huard, and the Grand Trunk Ry Co. v. Atkinson and Goudie, were heard together in the supreme court today. The cases arose out of the actions for damages for the deaths of several men in a collision between two I. C. R. trains which occurred near Ste. Madeleine, Que., on a portion of the Grand Trunk Railway leased under statutory authority to the Government of Canada for joint use with the G. T. R. in the operation of trains running into Montreal. The courts below held that the contract with the government did not affect third parties. That the accident was due to the negligence of G. T. R. train despatcher at Bonaventure Station, who was engaged by the company, although he acted for the government and the company jointly and was partially paid at the expense of the government and adjudged damages against the company in each case.

LaFleur, K. C., and Beckett for the appellants; LaFlamme and W. G. Mitchell for respondents. Arthur Delisle, K. C., is watching the cases on behalf of the Attorney General of Canada, as the company contends the government alone is liable for the accident and all damages. Judgment was reserved.

The appeal in Grand Trunk Ry Co. v. Perrault was next heard. This is one of four actions to compel the company to construct and maintain farm crossings where their line of railway severs the plaintiff's lands in the township of Tingwick, district of Arthabaska. The company denies the jurisdiction of the courts to deal with such subjects since the enactment of the railway act, 1903, which vests the exclusive power of determining such rights and ordering farm crossings to be made and maintained in the board of railway commissioners even in cases where rights existed prior to that act.

The trial court upheld the appellant's objection, but this decision was reversed by the court of Kings Bench and the company appeals.

VESSELS NOW IN PORT

Not Cleared To Date.

Showing their tonnage and consignees:—

STEAMERS.

Baines Hawkins, 810, De B Carritte.

SCHOONERS.

Alice Maud, 119, N C Scott.
Adelene, 192, R C Elkin.
Arthur M. Gibson, 296, J W. Smith.
Athol, 70, J W Smith.
Bessie Parker, 277, R C Elkin.
Corinto, 98, F. Tufts & Co.
Clayola, 223, J W Smith.
E. Mayfield, 76 F. Tufts & Co.
Etelia Maud, 98, A W Adams.
Henry Morris, F Tufts & Co.
Jessie Lena, 279, R C Elkin.
Lena Maud, 98, master.
Levuka, 76, J W Smith.
Malabar, 96, for repairs.
Pardon G. Thompson. 162, A. Cushing & Co.
Preference, 242 G L Purdy.
St Anthony, 99, F Tufts & Co.
Valetta, 99, F Tufts & Co.

Coastwise:

Silver Cloud, Digby.
Citizen, Meteghan.
Packet, Bridgetown.
Lennie & Edna. Tiverton
Maudie, Port Lorne.

Note—This list does not include today's arrivals.

The question of the return of wolves to Maine with the increase in numbers of the deer has precipitated many a hot debate and called forth innumerable anecdotes of pioneer days from those who warm themselves on a winter evening about the box stove at the crossroads store. The "eyes" in the debate have almost won, according to word received from Calais, Me., which says that John McGuire of Elmsville, Charlotte county, N. B., last week saw one of the animals just out of Maine on the New Brunswick barder.

BAPTIST UNION OF JAMAICA

At the Baptist ministers' meeting on Monday, Rev. C. C. Livingstone, minister in connection with the Jamaica Baptist Union, presented a plea on behalf of the ruined churches in the Island of Jamaica. It will be remembered that toward the close of 1903, a severe tornado visited the island, crippling trade considerably, and affecting work in every department. He stated that the union had suffered the loss of 55 church buildings, 17 parsonages, and 17 school buildings. He was pastor of three of these ill-fated buildings, two of which were complete wrecks, and the third seriously damaged. To meet the exigencies of the present, they have secured temporary places, but the time has now come when they must face the question of rebuilding or otherwise relinquishing their position in the community.

Mr. Livingstone said that the people were unable to meet this financial difficulty, and they accordingly appealed to the sympathy of the brethren in other lands. The body was originally organized by the English Baptist Union, but afterwards became self-supporting. He is presenting his plea with the hope that the Baptist ministers of this city will bring him before their respective congregations.

On Monday evening he conducted service in Tabernacle church, and last evening he spoke in the Victoria street church; tonight in Brussels street church, and on Friday in the Main street church. Monday, Nov. 6, the two Baptist churches of the west side will unite in holding the service in the Charlotte street church, when Mr. Livingstone will present his plea. Arrangements have also been made for a service in the Leinster street church on Wednesday, Nov. 8.

It is hoped that the Baptists of this city will show a sympathetic interest on behalf of the Baptist Union of Jamaica.

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4 Cor. Sewell and Garden Streets.
5 Cor. Mill and Union Streets.
6 Market Square, Auer Light Store.
7 Mechanics' Institute, Carleton Street
8 Cor. Mill and Pond Streets.
9 Foot of Union Street (east.)
12 Waterloo St., opposite Peters St.
13 Cor. St. Patrick and Union Sts.
14 Cor. Brussels and Richmond Sts.
15 Brussels St., near Old Everett Foundry.
16 Cor. Brussels and Hanover Sts.
17 Cor. Brunswick and Erin Sts.
18 Cor. Union and Carmarthen Sts.
19 Cor. Courtenay and St. David's Sts.
21 Waterloo, opposite Golding St.
23 Cor. Germain and King Sts.
23 (Private) Manchester, Robertson & Allison.
24 Cor. Princess and Charlotte Sts.
25 No. 1 Engine house, Charlotte St.
26 City Hall, Princess and Prince Wm Sts
27 Breese's Cor., King Square.
28 Cor. Duke and Prince Wm Sts.
31 Cor. King and Pitts Sts.
33 Cor. Duke and Sydney Sts.
34 Cor. Wentworth and Princess Sts.
35 Cor. Queen and Germain Sts.
36 Cor. Queen and Carmarthen Sts.
37 Cor St James and Sydney Sts.
38 Carmarthen St., between Orange and Duke.
41 Cor. St. James and Prince William Sts.
42 Cor. Pitt and Duke Sts.
43 Cor. Broad and Carmarthen Sts.
46 Cor. Brittain and Charlotte Sts.
49 Cor. Pitt and St. James Sts.
47 Foot Sydney St.
48 Cor. Sheffield and Pitt Sts.
51 City Road, near skating rink.
52 Pond St., near Fleming's Foundry.
53 Exmouth Street.
61 City Hospital.
62 York Cotton Mill, Courtenay Bay.

WEST END.

112 Engine House, King St.
113 Ludlow and Water Sts.
114 King St. and Market Place.
115 Middle St., Old Fort.
116 Winslow and Union Sts.
117 Sand Point wharf.
118 Queen and Victoria Sts.
119 Lancaster and St. James Sts.
212 St John and Watson Sts.
213 Watson and Winslow Sts.
214 C. P. R. sheds, Sand Point.
215 C. P. R. Elevator.

NORTH END.

121 Stetson's Mill, Indiantown.
122 Cor. Main and Bridge Streets.
123 Street Railway car sheds, Main Sts.
124 Cor. Adelaide Road and Newman St.
125 Engine House, No. 5, Main St.
126 Douglas Avenue, (opposite Tapley's).
127 Cor. Douglas Avenue and Bentley Sts.
131 Cor. Elgin and Victoria Sts.
133 Strait Shore (opposite Hamilton's mill).
134 Strait Shore (Portland Rolling Mill).
135 Cor. Sheriff and Hilyard Sts.
142 Cor. Portland and Camden Sts.
143 Main Street (Police Station).
145 Main Street, head of Long Wharf.
154 Cor. of Paradise Row and Millidge St.
231 Engine House, No. 4, City Road.
241 Cor. Stanley and Winter Sts.
253 Wright Street, Schofield's Terrace.
313 Rockland Road, opp. Head Millidge St.
321 Cor. Somerset and High Sts, Port Howe
412 Cor. City Road and Gilbert's Lane.
421 Marsh Bridge.

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