

TO HOLDERS OF City St. John 3 1-2 p.c. Bonds

Due 1942, 1943, 1944.
Have you any that you are not holding for Tax Exemption? If so bring them to us for a proposition to Exchange for SAFE INVESTMENT BONDS yielding 5 p. c. to 6 p. c.
W. F. MAHON & CO.,
INVESTMENT BANKERS.
Phone 2058. St. John, N. B.

CANADIAN PACIFIC

EXCURSIONS FROM ST. JOHN, N. B.

MONTREAL AND RETURN 12.00

Tickets on Sale Oct. 1st, 3rd & 4th.
Good for Return until Oct. 15th.

BOSTON AND RETURN 10.50

Tickets on sale daily Sep. 17-Oct. 15.
GOOD FOR FOUR WEEKS.

"HOMESEEKERS" TO WESTERN CANADA SEPTEMBER 21st 32.40 TO WINNIPEG

Low Rates to Other Points.

COLONIST RATES ONE WAY

Vancouver, Portland, Seattle 55.95

Tickets on sale Sep. 15 to Oct. 15.

California, Arizona, Nevada, 55.95

Tickets on Sale Oct. 1st to 15th.

W. B. HOWARD, D.P.A., C.P.R.,
ST. JOHN, N. B.

"S. S. May Queen"

This popular steamer leaves St. John, N. B., Wednesdays and Saturdays for Grand Lake and Salmon River at 8 a. m., returning Thursdays and Mondays, touching at Capetown. This is the most beautiful and picturesque route in the Maritime Provinces, also the best hunting ground for moose and caribou, ducks, snipe and partridge. Good trout fishing near Chipman. Good hotel accommodation can be procured at Chipman, and small parties can be accommodated on board the steamer.

R. H. STEWART, Manager.

N. B. Southern Railway

On and after SUNDAY, June 13, 1910, trains will run daily, Sunday excepted, as follows:
Lv. St. John East Ferry, 7.30 a. m.
Lv. West St. John, 7.45 a. m.
Arr. St. Stephen, 12 noon.
Lv. St. Stephen, 1.30 p. m.
Arr. St. John, 5.45 p. m.
H. H. McLEAN, President.
Atlantic Standard Time.

SCENIC ROUTE.

Steamer Maggie Miller leaves Millerville for Summersville, Kennebec, Casco Island and Baywater daily (except Saturday and Sunday) at 9 a. m., and 3.30 and 5.30 p. m., returning from Baywater at 7 and 10 a. m., and 4.15 p. m., Sundays at 9 and 10.30 a. m., 2.30 and 5.15 p. m. Returning at 9.45 and 11.15 a. m., 4.30 and 6 p. m., Saturday at 6.45 and 9 a. m., and 3.5 and 6 p. m., returning at 6.7.30 and 10 a. m., and 3.45 and 6.45 p. m.

JOHN MCGLODRICK, Agent.

EASTERN S. S. CO.

Reliable and Popular Route Between

St. John and Boston

AUTUMN EXCURSIONS.

ST. JOHN

TO—

PORTLAND AND RETURN \$5.50

BOSTON AND RETURN \$6.00

Commencing September 17th and continuing until October 14th, inclusive, good 30 days from date of issue. Complete Wireless Telegraph Equipment.

Coastwise Route—Leaves St. John at 9.00 a. m. Mondays, Wednesdays and Fridays for Eastport, Lubec, Portland and Boston.

Returning, leaves Union Wharf, Boston, Mondays, Wednesdays and Fridays, at 9.00 a. m., and Portland at 5.00 p. m., for Lubec, Eastport and St. John.

Direct Route—Leaves St. John at 7.00 p. m., Tuesdays and Saturdays for Boston direct.

Returning, leaves Union Wharf, Boston, at 10.00 a. m., Mondays and Thursdays for St. John direct.

City Ticket Office, 47 King Street.

L. R. THOMPSON, T. F. & P. A.

WM. G. LEE, Agent, St. John, N. B.

SHIPPING FINANCE

DISAPPOINTED BY OUTSIDE DEMANDS

New York, Sept. 22.—The stock market started the day with a show of disappointment over the unresponsiveness of the outside demand to the developments which were considered favorable yesterday. The Minnesota railroad law decision, in fact, passed out of the field of active influence during the day, but the later action of the stock market was regarded as making encouraging resistance to the force of the realizing movement. Some confusion of reports regarding the action of London bankers, towards the cotton bill of lading dispute was a factor in the late irregularity of the market. The closing tone was heavy, with only narrow price changes. The professional operators, who were responsible for yesterday's rise, were much unsettled, and weighed on the market. The holding of conferences among leading steel interests, and the outgivings of hopeful interviews on trade conditions and prospects failed to reassure sentiment entirely.

Reports that trainmen of western railroads were formulating demands for a comprehensive increase in wages directed attention to another phase of the railroad problem which is associated intimately with the steel trade position. The officials of railroads are candid in admitting the embarrassment of continuing with demands for increased wages, in view of the high cost of living. The resulting expansion of cost of operation, meantime, makes inroads on the net return and the compliance of the interstate commerce commission with the petition for increased rates, is held in abeyance.

The conflict of advice over the exact steps taken by the London bankers conference today, left the hope that there was better hope of an agreement over terms for financing the cotton export than was indicated by the reports of explicit refusal of the American bankers proposition. The market closed before the latter report was confirmed. Stock market sentiment would be favorably affected by getting this vexed problem out of the way. Room would thus be left for the more active play of the favorable conditions growing up in the money market. The cotton bill dispute is the only serious menace to the promise of uninterrupted ease in the money market.

Bonds were irregular. Total sales, par value, \$2,488,000. United States bonds were unchanged in the bid price on call.

MONTREAL STOCK EXCHANGE.

By direct private wires to J. C. Mackintosh and Co.

Can. Pac. Rail.	190 3/4	190 3/4
Can. Conv.	40	36
Cement Pfd.	85 1/2	85 1/2
Crown Reserve	290	290
Detroit United	50	49 1/2
Dom. Tel. Co.	64	63 1/2
Dom. Coal Pfd.	106	106
Dom. Steel	65 1/2	65 1/2
Dom. I. and S. Pfd.	103	103
Dom. Paper	80	79 1/2
Hal. Elec. Trans.	130	125
Illinois Trac. Pfd.	90	89 1/2
Lake Woods Comm.	128	128
St. Paul SS Mar.	133 1/2	133 1/2
Mexico	101	100 1/2
Rio Com.	101	100 1/2
Mont. St. Rail.	242	238 1/2
Mont. H. and P.	157 1/2	155 1/2
Mackay Comm.	13 1/2	13 1/2
Mackay Pfd.	70 1/2	70 1/2
N. S. S. and C. Com.	84 1/2	84
New Que. Com.	44	43 1/2
Penman	59 1/2	58
Tor. St. Rail.	125	124 1/2

MONTREAL COBALT AND CURB STOCKS.

By direct private wires to J. C. Mackintosh & Co.

Beaver	32	33
Cobalt Lake	14	16
Chambers-Perland	16 1/2	18
Cobalt Central	5	9
City Cobalt	24 1/2	27
Grasse	3	4
McKinley	3 1/2	6
Foster	6	16
N. S. Cobalt	24 1/2	31 1/2
Peteraen Lake	15	16
Rochester Lake	15	16
Coniagas	4.55	4.90
Silver Queen	5	10
Can. Light & Power	57	57 1/2
Col. Cotton Pfd.	73 1/2	83

MONTREAL COBALT AND CURB STOCKS.

Can. Power at 56 1/2; 101 at 57.

Can. Cereal Bonds 1500 at 100.

Afternoon—Can. Power 100 at 57.

The Boston Curb.

East Butte 6 7-8 to 7.

N. Butte 25 5-8 to 27.

Lake 33 1-4 to 34.

Boston Ely 1 1-4 to 5-16.

Davis 2 to 1-16.

Franklin 11 to 1-4.

First Nat. Copper 3 7-8 to 4.

Trail 5 1-4 to 6.

U. S. Mining 38 1-2 to 39.

Mexican 40 to 45.

Chino Copper 17 1-8 to 17 1-4.

Granby 32 to 33.

Lake Royale 21 to 21 1-2.

Nevada 19 7-8 to 20 1-4.

ST. JOHN, N. B., CLEARINGS.

Week ending 22nd September, 1910.

\$1,393,203.

Corresponding week last year, \$1,332,385.

DOMINION ATLANTIC RAILWAY

S. S. Prince Rupert leaves Reed's Point Wharf daily at 7.45 a. m., connecting at Digby with trains east and west, returning arrives at 5.30 p. m. Sundays excepted.

A. C. CURRIE, Agent.

NEW YORK STOCK MARKET

(Quotations Furnished by Private Wires of J. C. Mackintosh and Co., Members of Montreal Stock Exchange, 111 Prince Wm. Street, St. John, N. B., Chubb's Corner.)

	Shares Sold	Previous	High	Low	Close
Am. Copper	17700	63 1/2	63 1/2	62 1/2	62 1/2
Am. Beet Sugar	2900	38 1/2	38 1/2	38 1/2	38 1/2
Am. Car and Ferry	47	—	—	—	—
Am. Cot. Oil	300	61 1/4	61 1/4	61 1/4	61 1/4
Am. Loco.	6100	66 1/2	66 1/2	66 1/2	66 1/2
Am. Sm. and Ref.	2200	135 1/2	135 1/2	135 1/2	135 1/2
Am. Tel. and Tel.	116	—	—	—	—
Am. Sugar	43 1/2	—	—	—	—
Am. Steel Pfd.	99 1/2	—	—	—	—
Atchafalpa	100	38 1/2	38 1/2	38 1/2	38 1/2
Balt. and Ohio	800	105 1/2	105 1/2	104 1/2	104 1/2
B. R. T.	1600	75 1/2	75 1/2	75 1/2	75 1/2
Can. Pac. Rail.	400	190 1/2	190 1/2	190 1/2	190 1/2
Ches. and Ohio	3000	112 1/2	112 1/2	112 1/2	112 1/2
Chic. and St. Paul	700	146 1/2	145 1/2	145 1/2	145 1/2
Col. Fuel and Iron	600	29 1/2	30	29 1/2	30
Con. Gas	1300	131 1/2	131 1/2	131	131
Del. and D.	100	30 1/2	30 1/2	30 1/2	30 1/2
Denver and R. Co.	500	26	26	25 1/2	25 1/2
Erie	100	143 1/2	144	144	144
Gen. Electric	6800	127 1/2	128	126 1/2	126 1/2
Illinois Central	4200	20 1/2	20 1/2	20 1/2	20 1/2
Int. Met. Pfd.	55 1/2	55 1/2	54 1/2	54 1/2	54 1/2
Louis. and Nash.	144	—	—	—	—
Nevada	20	20	19 1/2	19 1/2	19 1/2
Miss. Kan. and Texas	500	53 1/2	53 1/2	52 1/2	52 1/2
Miss. Pacific	53	52 1/2	52 1/2	52 1/2	52 1/2
National Lead	52	—	—	—	—
N. Y. Central	2300	114 1/2	113	112 1/2	112 1/2
N. Y. Ont. and West.	40 1/2	—	—	—	—
Nor. Pac.	131 1/2	117 1/2	117 1/2	116 1/2	116 1/2
Nor. and West.	900	97	97	97	97
Pac. Mail	900	29 1/2	29 1/2	29 1/2	29 1/2
Penn.	3500	129 1/2	129 1/2	128 1/2	128 1/2
Peoples Gas	107 1/2	—	—	—	—
Pr. Steel Car.	142 1/2	—	—	—	—
Reading	97700	142 1/2	142 1/2	142 1/2	142 1/2
Rep. Ir. and Steel	300	30 1/2	30 1/2	30 1/2	30 1/2
Rock Island	3200	31 1/2	31 1/2	31	31
Sloss-Sheffield	56	—	—	—	—
Southern Pac.	144 1/2	—	—	—	—
Soo	132 1/2	134	132 1/2	134	134
Sou. Rail.	800	23 1/2	23 1/2	23 1/2	23 1/2
U. S. Pacific	167 1/2	167 1/2	165 1/2	166 1/2	166 1/2
U. S. Rubber	34	34 1/2	34 1/2	34 1/2	34 1/2
U. S. Steel	69 1/2	67 1/2	67 1/2	67 1/2	67 1/2
U. S. Steel Pfd.	700	116 1/2	116 1/2	116 1/2	116 1/2
Utah Copper	600	45 1/2	46	45 1/2	45 1/2
Wabash Pfd.	35 1/2	36 1/2	35 1/2	35 1/2	35 1/2
Virginia Chem.	58 1/2	—	—	—	—
Sales—11 a. m., 120,000; Noon, 174,000; 1 p. m., 224,000; 2 p. m., 305,000; 3 p. m., 387,100.					

Mercantile Marine

DAILY ALMANAC.

Friday, Sept. 23, 1910.

Sun rises 6.17 a. m.
Sun sets 6.17 p. m.
High water 2.21 p. m.
Low water 8.26 a. m.
Low water 9.04 p. m.
Atlantic Standard Time.

PORT OF ST. JOHN.

Arrived Sept. 22.

Stmr. Governor Cobb, 1556, Allan, from Boston via Eastport, W. G. Lee, pass and mail.

Stmr. Amelia, 103, Banks, from Halifax via call port, E. C. Elkin, pass and mail and to return.

Schr. I. W. Cooper (Am.), 150, Bartlett, from New Haven, A. W. Adams, ballast.

Schr. Nekomis (Am.), 7, Lord, Eastport, C. M. Kerrison.

Schr. Elk (Am.), 9, Harris, Eastport, Coastwise—Stmr. Westport III, 49, Coggin, Westport; Comors Bros. 49, Warnock Chance Harbor and old; Schrs. Gerlie, 45, Ogilvie, River Herbert; Souter, 27, Outhouse, Tiverton; Regina C. 37, Comeau, Meteghan; Laughing Water, 32, Harvey, Beaver Harbor.

Cleared, Sept. 22.

Schr. Rising Billow, Greenlow, for Eastport.

Schr. S. E. Jordan, Cummings, for Eastport.

Schr. Charles A. Lister (Am.), Robinson, New York.

Coastwise—Stmr. Centreville, Graham, Sandy Cove, Schrs. Hattie M. Kay, Carr, Parrabro; Audella Matthews, Chance Harbor; Mokonis, Lord, Chance Harbor; Lillian E. Johnson, fishing.

Sailed Sept. 22.

Barb Yuba, (Nor.), Hansen, Buenos Ayres.

Schr. Jennie A. Stubbs (Am.), Dickson, Fall River.

Schr. S. A. Fownir, Buck, River Herbert, N. S.

Canadian Ports.

Lunenburg, Sept. 21.—Arrived—Brig Sceptre, Burke, Turks Island.

Chatham, N. B., Sept. 21.—Arrived, Stmr. Skogstad (Nor.), Rynning, Portland, Me.

Clid, 19th, Stmr. Ben Cruachan, Row-sell, Belfast; Schr. Lizzie H. Partridge (Am.), Breen, Vineyard Haven F. O.

Greenock, Sept. 7.—Arrived, Stmr. Otter (Nor.), St. Croix, &c.

Steamed 6th, Stmr. Belgian, Vera Cruz.

Foreign Ports.

New York, Sept. 22.—Arrived, Schr. Francis Goodwin, Lane, from Perth Amboy, for St. George, N. B.

Buenos Ayres, Sept. 20.—Arrived, Bar St. Croix, Mattson, Yarmouth, N. S.

Manchester, Sept. 22.—Arrived—Stmr. Manchester Trader, Montreal.

Southampton, Sept. 23.—Arrived—Stmr. Majestic, N. Y.

London, Sept. 22.—Arrived—Stmr. Montreal, Montreal.

Liverpool, Sept. 22.—Arrived—Stmr. Saxonia, Boston.

Avonmouth, Sept. 22.—Arrived—Stmr. Royal Edward, Montreal.

Shields, Sept. 21.—Sailed—Stmr. Wal-mate, Montreal.

Hamburg, Sept. 20.—Sailed, Stmr. Bray Head Butt, Montreal.

Hire, Sept. 19.—Sailed, Stmr. Lake Erie, Carey, from London for Montreal.

Barbados, Sept. 10.—Sld. Schr. Helen Shaffer, Hopkins, Liverpool.

Philadelp., Sept. 12.—Cleared, bark Edna M. Smith, Steeves, for Trinidad and Robert's Bags, Mart.

Perth Amboy, Sept. 20.—Cleared, Schr. Georgia Pearl, St. John.

Salem, Mass., Sept. 20.—Sailed P. J. McLaughlin, from Port Reading for Windsor, N. S.

Saunderstown, R. I.—Sept. 20.—Sld. Schr. James Williams from New York for Bridgewater.

Reports and Disasters.

Rio Janeiro, Sept. 19.—Str. Selma (Br) from Santa Fe for Venice with grain has been wrecked off Cape Prio.

Brazil and