THE STANDARD, ST. JOHN, N. B., SATURDAY, MAY 10, 1913

THEN DULLNESS IN NEW YORK

NEWS

**PRODUCE PRICES** 

IN CANADIAN



**Investment** News St. John, May 10, 1913.

nalysis is always

Interesting - often Surprising!

Undoubtedly if you were send for a copy of our lay "Investment Offerings" ou would find that an an-ysis of the thirty-eight se-rities listed would prove - teresting.

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A.

And if you were to make e analysis a thorough one ou would even find the relts prove surprising.

Interesting — because the curities listed represent a treful selection of the most tractive issues on the mar-et. Surprising — because e prices quoted indicate in-me yields, higher than you ould expect on such desir-ole securities. le securities.

A copy for the purpose of is analysis is yours when ou wish it. Shall it be ODAY?

C. Mackintosh & Co. Established 1873

mbers Montreal Stock Exchange **Direct Private Wires** -90 Prince Wm. Street, St. John

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M'CURDY & CO'S SLIGHT GAIN IN IRREGULAR MOVEMENT AND

FINANCIAL



ND COMMENT	
WILKIE	
SASKATCHEWAN is the Fastest Growing Town in Canada	
The tables below illustrate at a glance the growth f Wilkie in the past few years: OPULATION	
908 50 910 400 912 1556 913 2500	
SSESSMENT 908 — \$45,000:00 910 — \$156,133.60 911 _ \$554,287.50 912 _ \$1,299,908.63 913 _ Estimated. \$2,500,000.00	
During the year 1912 over 70 residences, 14 busi- ess houses, school house, Churches and additions to he Round House were completed at a total cost of 293,800, thus equalling Canadian cities and towns with population ranging from 5,000 to 50,000.	
WILKIE'S RAILWAYS Built, Under Construction and Proposed. P. R. Wilkie to Fort McMurray and Peace River. P. R. Wilkie to St. Paul and Chicago. P. R. Wilkie to Seattle via Calgary. P. R. Wilkie to Seattle via Calgary. P. R. Wilkie to Vancouver via Yellowhead Pass. P. R. Wilkie to Port Nelson (Hudson's Bay Terminal).	
P. R. Wilkie to Port Nelson (Hudson's Bay Terminal). P. R. Wilkie to Winnipeg and Atlantic Seaboard. P. R. Wilkie to Edmonton. B. R. Wilkie to Calgary. B. R. Wilkie to Hudson's Bay Terminals. N. R. Wilkie to Athabasca Landing and Peace River	
Country. C. N. R. Wilkie to North-western States via Lethbridge. C. N. R. Wilkie to Hudson's Bay Junction via Prince Albert.	
<ul> <li>N. R. Wilkie to Central States via Swift Current.</li> <li>N. R. Wilkie to Winnipeg via Battleford.</li> <li>T. P. Wilkie to Atlantic Seaboard.</li> <li>T. P. Wilkie to Prince Rupert (Panama Canal)'.</li> <li>Vestern Canada Ry. Wilkie to Calgary.</li> <li>Vestern Canada Ry. Wilkie to Ft. Churchill.</li> </ul>	
VILKIE has 2 Hotels, 3 Churches, a Park, 2 Schools (one new, costing 376, 00,00), C. P. R. Repair Shops (contracts let for \$180,000,000 addition ), 3 Elevators, 3 Lumber Yards, 2 Newspapers, 3 Livery Stables, 2 anks, Municipal Waterworks and Electric Light, and a Hospital, be-	
des many business houses. Wilkie, Sask., Feby. 51st, 1913, The Canadian Pacific Railway are calling for tenders for the erec- on at this point of Engine and Boiler Shops at once. This means, uch for Wilkie as it only proves that the C. P. Ry. have a great plan r this town. This last call for tenders establishes beyond a doubt likle's claim to being the largest railway divisional point between innipeg and the Coast.	
The Winnipeg Free Press announced March 20th, 1913: That the Dominion Government would send their purchasing agont Wilkie to locate the site for a New Post Office, and to create Wilkie	

Lots purchased in Wilkie about 18 months ago for \$600 are be-held at the present time at \$3,500 and upwards. These condi-is existing without any boom. Wilkie values are increasing so didy that investors purchasing now are bound to receive large re-he from their investments.

We have a limited number of inside lots in the original town-e within a few blocks of the Post Office, new school and indus-al site which we are offering at a very low price and easy terms order to introduce Wilkle investments in this district.