RAM-HENDERSON

First Mortgage Bonds

Due October 1, 1936.

yable April 1 and October 1st.

n-Henderson Company has large plants in he Maritime Provinces devoted to the manu- lead and paints.

arnings are considerably greater than previous paying the Bond interest and the 7 per cent. Preferred Stock, payments are being made d through which bonds are redeemed each ng the interest charge on the company and ecurity of bonds outstanding

MINATIONS: $100, $1,000

% and Interest to Yield 6%

MACKINTOSH & CO.,

Established 1873.

RINCE WILLIAM STREET, ST. JOHN

embers Montreal Stock Exchange

GTON, MONTREAL, NEW GLASGOW.

arehouse Sites with Trackage on I. C. R. R.; also Residential Lots for sale.

ON COMPANY, Limited,

PUGSLEY BUILDING

STEE THAT NEVER DIES."

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Executor, Administrator, Trustee, Guardian.

CLARENCE H. FERGUSON, Manager for N. B.

Co. of North America

Founded 1792.

HITTAKER, Provincial Agents

omobile and Motor Boat Insurance.

of New Brunswick

AD OFFICE, ST. JOHN, N. B.

- - - - - $1,000,000.00

ed profits over - - 1,800,000.00

BELL & CO., St. John, N. B.

gsley Building, 45 Princess St.

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OCK, BIRCH, SOUTHERN PINE, OAK, CYPRESS, CE PILING and CREOSOTED PILING.

rn Assurance Co.

INCORPORATED 1851

ssets, $3,213,438.28

FRINK - Branch Manager

ST. JOHN, N. B.

PRICES

ADIAN

TRES

—OATS—Canadian o 54½; extra No. No. 2 local white, white, 46 bid; No. d.

ba feed, 61 to 62;

No. 2, 74 to 75.

a spring wheat pa- conds, 5.30; strong patents, choice, 5.- 4.95; in bags, 2.25 barrels, 5.05; bags

n, $23; shorts $26 28 to $30; mouille

ton, car lots, 13.00

to 70.

GRESS

AND EUROPE

Car Meets With proval on Muni- on System

sie, of Carlisle and New York, has just extensive trip to rope, during which s a careful study of by the Internation- ar Co., Ltd., both in Continent, since its situation, regarding on the other side of Carlisle says in part: tional Company was November 15th, 1911, were running in the d-on-Tyne on June September 16th, two rst year had expired, ant cities—Aberdeen d definitely signed eir cars were being is time, that is, one cars have become a ted features of tram- and, and the interna- tional Company is solidly and firmly established with the favor and support of the British public and Tramway Fraternity.

"The reports of the operation of our cars on the system of the Gateshead and District Tramways Company has shown continued success and a steady increase in traffic receipts. The last figures received show that the P-A-Y-E cars are earning per day 7 per cent. in excess of the ordinary cars. On this basis the royalty charge is recouped in approximately 55 days.

"The contract with the Town Council of the City of Leicester calls for the proposed equipment of the entire line (about 175 cars). Ten new cars were immediately ordered, and it is expected that they will be ready to operate during the month of January.

"The London General Omnibus Company has decided to build 4,000 new omnibuses, replacing the present type and are only waiting the final approval of the P-A-Y-E special plans and design to finally adopt same as the standard, providing the benefits of the system are shown in actual practice.

"Negotiations have been entered into with as many as thirty different tramway companies throughout Great Britain, and in almost every instance they are only waiting to see the results obtained from the double-deck cars at Leicester before introducing them on their own systems.

"More recently enquiries have been received from Paris from the Boulevard at Chemin de Fer Electrique Central, and also from the City of St. Petersburg, asking for full particulars regarding the system, with a view of enabling them to consider the installation of the new style of car."

NEW YORK COTTON RANGE.

By direct private wires to J. C. Mackintosh and Co., St. John, N. B.

	High.	Low.	Close
Nov.	..	..	10.25—29
Dec. 10.51	41	48—50	
Jan. 10.53	42	50 flat	
Mar. 10.71	59	67—68	
May 10.77	64	72—73	
June	..	74—76	
July 10.79	70	77—78	
Aug.	..	10.72—74	
Sept.	..	10.65—66	

Spot—10.95.

DR. A. W. CHASE'S CATARRH POWDER 25c.

is sent direct to the diseased parts by the Improved Blower. Heals the ulcers, clears the air passages, stops droppings in the throat and permanently cures Catarrh and Hay Fever. 25c. a box; blower free. Accept no substitutes. All dealers or Edmanson Bates & Co., Limited, Toronto.

RAILWAYS.

CANADIAN PACIFIC

CANADIAN PACIFIC

SHORT ROUTE

FROM ALL POINTS IN THE MARITIME PROVINCES

—TO—

MONTREAL

AND ALL POINTS WEST

ALL RAIL ROUTE TO BOSTON

Two Trains Each Way Every Week Day

W. B. HOWARD, D.P.A., C.P.R., St. John, N. B.

INTERCOLONIAL RAILWAY

Fall and Winter Through Service

—TO—

QUEBEC and MONTREAL

2 THROUGH TRAINS 2

OCEAN LIMITED

LEAVES MONCTON, 14.20. Through Sleeping Car from St.John on No. 4 Express, leaving at 11.29 a. m., Daily except Sunday.

MARITIME EXPRESS

Connecting Train No. 134, leaves St. John 18.35 Daily, except Sunday.

Sleeping and Dining Car Service Unrivalled.

THANKSGIVING DAY

OCT. 28th.

Usual Holiday Excursion Fares.

Issue Oct. 25, 26, 27 and 28.

Good for Return Oct. 30th, 1912

GEORGE CARVILL, City Ticket Agent

3 King Street.

THE INTERNATIONAL RAILWAY

Uniting Campbellton at the head of navigation on Bay Chaleur with the St. John River Valley at St. Leonards and connecting the Intercolonial and Canadian Pacific Railway systems.

Summer Time Table, Summary

GOING WEST

Express train leaves Campbellton daily (except Sunday) at 8 a. m. for St Leonards and intermediate stations, due at St. Leonards at 12.30 p. m.

GOING EAST

Express train leaves St. Leonards daily (except Sunday) at 4.45 p. m. after arrival of C. P. R. express from St. John, Vancebore, etc., due at Campbellton at 9.15 p. m.

And in addition to above and to the ordinary freight trains, there is also a regular ACCOMMODATION TRAIN carrying passengers and freight running each way on alternate days as follows, viz.: Going West—Leaves Campbellton at 8.30 a. m for St. Leonards, and intermediate stations, Monday, Wednesday and Friday, due at St. Leonards at 4.10 p. m.

Going East—Leaving St. Leonards at 8 a. m. for Campbellton, etc., Tuesday, Thursday and Saturday, due at Campbellton at 4.15 p. m.

Governed by Atlantic Standard Time.

For local time tables and for full information regarding connections, etc., apply to R. B. Humphrey, freight and passenger agent, 55 Canterbury street, St. John

E. H. ANDERSON, Manager.
A. J. ANDREW, Traffic Mgr.
THOMAS MALCOLM, Gen. Mgr., Campbellton, N. B.

PICKFORD & BLACK LINE

ST. JOHN, N. B. to DEMERARA.

S. S. "Ocamo" sails Oct. 11th for Bermuda Montserrat. Dominica, St. Lucia, St. Vincent, Barbados, Trinidad, Demerara.

S. S. "Briardene" sails Oct. 22nd for Bermuda, St. Kitts, Antigua, Barbados Trinidad, Demerara.

S. S. "Oruro" sails Nov 4 for Bermuda, Montserrat, Dominica, St. Lucia, St. Vincent, Barbados, Trinidad, Demerara.

S. S. "Rhodesian" sails Nov. 15 for Bermuda, St. Kitts, Antigua, Barbados, Trinidad, Demerara.

For passage and freight apply to WILLIAM THOMSON & CO., Agents, St. John, N. B.

THE MARITIME STEAMSHIP CO. (Limited.)

Commencing Jan. 28, and until further notice the S. S. Conners Bros. will run as follows:

Leave St. John, N. B. Thorne Wharf and Warehouse Co., on Saturday, 7.30 a. m., for St. Andrews, calling at Dipper Harbor, Beaver Harbor, Black's Harbor, Back Bay or Letete, Deer Island, Red Store, St. George. Returning, leave St. Andrews Tuesday for St. John, calling at Letete or Back Bay, Black's Harbor, Beaver Harbor and Dipper Harbor. Tide and weather permitting.

Agent: THORNE WHARF & WAREHOUSING CO., St. John, N. B.

'Phone 77, Manager, Lewis Conners, Black's Harbor, N. B.

This company will not be responsible for any debts contracted after this date without a written order from the Company or Captain of the steamer.

ELDER DEMPSTER LINE

Nassau—Cuba—Mexico Service

S. S. "BORNU,"

Sails from St. John about Oct. 26th and monthly thereafter. For freight and passenger rates apply to

J. T. Knight & Co., Agents

Water Street, St. John, N. B.

STEAMSHIPS.

ALLAN LINE

TURBINE STEAMERS TO LIVERPOOL

LARGEST STEAMERS, MONTREAL

TO GLASGOW, HAVRE and LONDON

MONTREAL to LIVERPOOL.
"Victorian" Oct. 10th, Nov. 7th.
"Tunisian" Oct. 18th, Nov. 15th.
"Virginian," Oct. 24th, Nov. 21st.
"Corsican" Oct. 4th.

MONTREAL to GLASGOW.
"Grampian" Oct. 12th, Nov. 9th.
"Pretorian" Oct. 19th, Nov. 16th.
"Hesperian" Oct. 26th.
"Scandinavian" Oct. 5th.

MONTREAL-HAVRE-LONDON.
"Lake Erie" Oct. 27th.
"Corinthian" Nov. 3rd.
"Sicilian" Nov. 10th.
"Scotian" Oct. 13th, Nov. 17th.
"Ionian" Oct. 20th, Nov. 24th.

Steamers Scandinavian and Pretorian to Glasgow and all steamers to Havre and London carry One Class (II) Cabin Passengers.

For full particulars of Rates, Etc., Apply H. and A. ALLAN, Montreal. WILLIAM THOMSON & CO., St. John, N. B.

ALL THE WAY BY WATER

Eastern Steamship Corporation

International Line

Fares, St. John to Boston, $6.00; to Portland $5.00.

Leave St. John 9.00 a. m. Mon., Wed. and Fri. for Eastport, Lubec, Portland and Boston.

Returning, leave India Wharf, Boston, Mon., Wed., and Fri, 9.00 a. m., and Portland 5.50 p. m., for Lubec, Eastport and St. John.

Maine Steamship Line

Direct service between Portland and New York. Leave Franklin Wharf, Portland, Tues., Thurs., and Sat. 6.00 p. m. Fares $3.00 each way.

City Ticket Office, 47 King St, St. John, N. B.

L. R. THOMPSON, T. F. & P. A. WM. G. LEE, Agent.

"Montreal to Bristol"

The Service on Board

It does not begin and end with the first-class, not even with the second. On board both the R. M. S. Royal Edward and R. M. S. Royal George to England, the same generous and unfailing measure of ample comfort and thoughtful, courteous and ungrudging attention is extended to each passenger, to the end that a reputation for doing more than is expected shall mark the Royal Line.

CANADIAN NORTHERN

P. Mooney, General Agent, Halifax

Crystal Stream S. S. Co's Sailings

FREDERICTON ROUTE

Str. Majestic will leave St. John, North, Monday, Wednesday and Friday at 8.30 a. m. Returning on alternate days.

WASHADEMOAK ROUTE

Stmr. D. J. Purdy until further notice, will leave St. John every Tuesday, Thursday and Saturday, at 10 o'clock; returning Monday and Friday.

D. J. PURDY, - Manager.

A PLEASANT OUTING!

Parties wishing to spend a few hours in the country, can take the Str. Majestic Monday morning, at 8.30, to Evandale, returning by May Queen due at Indiantown at 5 p. m. Also Saturday by May Queen at 8 o'clock, returning by Str. Majestic, due at Indiantown at 3.30 and by Str. D. J. Purdy as far as Brown's Flats Tues., Thurs. and Sat., at 10 o'clock, returning by May Queen on Thurs., and Majestic on Tues. and Sat. Tickets good to return on either steamer.

MAY QUEEN S. S. CO.

On and after Oct. 9th, the steamer May Queen will leave her wharf Indiantown at 7 a. m., on Wednesday, and Saturday for Chipman, touching at Gagetown both ways and making all other intermediate stops; returning on Monday and Thursday. No freight received after 6 p. m.

R. H. WESTON, Manager.

Majestic Steamship Co. Steamer Champlain

On and after Tuesday, Oct. 1st, Str. Champlain will leave St. John on Tuesday, Thursday and Saturday, at 10 a. m.

R. S. ORCHARD, Manager.

DOMINION ATLANTIC RAILWAY

S. S. Yarmouth 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. Beginning Oct. 28th the Yarmouth will leave St. John daily at 7 a. m.

A. C. CURRIE, Agent.

FURNESS LINE

From London.		From St. John.
Oct. 5	Durango	Oct. 26
Oct. 15	Kanawha	Nov. 2
Oct. 25	Shenandoah	Nov. 9

WILLIAM THOMSON & CO., Agents. St. John, N. B.

For Sale

The Schooner CALABRIA, of 451 Tons Register, and Schooner ORIOLE of 124 Tons Register. Enquire of J. SPLANE & CO., 61 and 63 Water St. St. John, N. B.

WHITE STAR DOMINION

LARGEST STEAMERS IN CANADA

MONTREAL—QUEBEC LIVERPOOL

SAILING every SATURDAYS by the "LAURENTIC" AND "MEGANTIC"

Fitted with every up-to-date device for comfort and safety. Elevators. Orchestra carried.

"TEUTONIC" & "CANADA"

One Class Cabin (II) $50 and $55

Third class passengers berthed in closed rooms only

THE ST. LAWRENCE IS THE SHORTEST ROUTE TO EUROPE ONLY 4 DAYS AT SEA

Local Agents: W. H. C. MacKay; Wm. Thomson & Co.; J. T. Knight & Co. The Robert Reford Co., Limited.

CANADIAN PACIFIC EMPRESSES AND OTHER STEAMSHIPS

FROM ST. JOHN, N. B.

CHRISTMAS SAILINGS

EMPRESS OF IRELAND Nov. 29

EMPRESS OF BRITAIN. Dec. 13

BOOK RESERVATIONS NOW.

For Rates, Reservations, Plans, Literature, Tickets, Etc., Etc., Apply to

W. B. HOWARD, General Agent, St. John, N. B.

FIRE ESCAPES

For Hotels and Factories

Write for prices

WM. LEWIS & SON. Brittain St.

WINNING OF PENNANTS HAS BECOME A HABIT FOR THIS TRIO OF GREAT NATIONAL LEAGUE CLUB MANAGERS

FRANK LEROY CHANCE. FRED CLARKE. JOHN "MUGGSY" McGRAW.

The National league boasts of a pennant syndicate—John ("Muggsy") McGraw, Frank Leroy Chance and Fred Clarke—who have had a corner on the league championships for the last 11 years.
In 1901 Fred Clarke won with Pittsburg and repeated in 1902 and 1903.
In 1904 and 1905 McGraw's Giants led the procession.
Chance and his Cubiets won three in a row in 1906, 1907 and 1908.
Then in 1909 Clarke's Pirates forged ahead and had a slice of the world's series money.
Chance finished in front for the fourth time in 1910 and was beaten by McGraw in 1911.
The Giants won a fourth flag this season.

BASEBALL MEN SIGNED FOR STAGE

The popular diversion among top-notch ball players is that of acting, that is, it is sometimes called "acting." For instance, Charley Dooin, the sorreltopped songster of the Phillies, has been busy talking "terms" for his vaudeville contract this coming seasan. Charley is possessed of one of the sweetest voices in base ball and played some ten weeks or more last season on the Keith circuit at a fabulous salary. Ernest Ball, the composer of "Love Me and the World is Mine," and other notable successes, has written a brand new song for Boss Dooin. Needless to say, it is an Irish ditty.

Jimmy Callahan,

boss of the White Sox, has also signed for another winter season on the stage. Callahan is an expert in Irish monologism, and would be an attraction for his ability alone, were he not one of the most popular ball players. Then there is Germany Schaefer and Dutch Altrock, the comedians of the Washington Club. This pair will surely be seen on the stage this winter, and will be well worth going to see. Cy Morgan will have a chance to lift his baritone voice on the stage, as will also Doc White of Chicago.

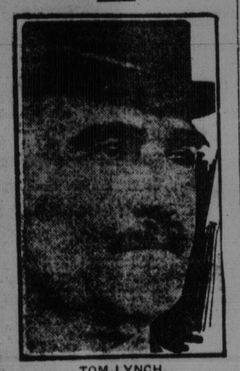
Ed. Walsh,

the pride of the South Side of Chicago, will have a chance to render "My Wild Irish Rose" and other famous Irish songs. Ty Cobb may consider an engagement this winter, and it is a cinch Rube Marquard will demand a large salary for a limited engagement. Charles Victory Faust has been tendered a contract by Hammerstein's. Joe Tinker is another artist who will rake in the shekels during the cold spell. If this thing keeps on the regular "legit" vaudeville stars will have to take a vacation while the ball players hold sway.

It's a mighty poor doctor that can't keep body and soul together.—A. R. Cratty.

WANTED UMPIRES FOR BIG LEAGUES!

There's a Mighty Small Crop of Good Umpires, In Spite of Know-It-All Crowds on the Bleachers, Says League President.



TOM LYNCH, President of the National League.

By President Tom Lynch.

"The umpiring this year is the worst ever." Such is the gist of hundreds of letters I receive every year. Other presidents of baseball leagues are up against the same proposition.

"Why don't you get some young men to replace a lot of those blind men?" Such is the question I am continually asked from all quarters.

"Where did they grab that busher? He is the worst I ever saw." Such is the opinion expresed by thousands, when I attempt to dig as umpire material, a youngster from the bushes."

The troubles of the umpires are the troubles of the president. When smoothly, there is little to ruffle the presidential brow. Managers and club owners have a hard time digging up star players, but any man who has ever served as president of any baseball organization, will tell you that securing a staff of star umpires is practically impossible.

While baseball is the same old game in the minors or majors, any umpire who has ever made the jump, well knows that he has to start over again, when he hits the big league.

No young umpire is ever labeled a good umpire. He is often said to "have promise," but seldom is he pronounced "ready."

The success of the umpire largely depends on the confidence of the player. Confidence is not established over night. New umpires don't become valuable until they have been in the majors three years.

There is a big field for men who can umpire. The salary is big and the possibilities large. It would seem more would embark in the profession. I guess the old saying that umpires are born, not made, explains the dearth of baseball judges better than any other theory.

At a ball game every person seems to know more about running the game than the men who are paid for their services in that line. With this condition existing one would think it would be easy to get good umpires. It is one thing, however, to umpire a ball game from the stand, and another to judge plays on the field.

It would be necessary to use the strongest kind of a stimulant to get one out of ten thousand who can umpire in the stand, to officiate on the field.

Umpires are scarce because critics prefer to umpire from the grandstand. Jobs that pay from three to four thousand a summer would not go begging for want of talent if they were not hard to fill.

Never was there a bigger field for the young umpire than at present. The veterans, Emslie and Sheridan, are about ready to pass out of service. They would retire at once if good men could be secured. Johnstone Connolly, O'Loughlin, Egan and others have been at the game a longtime, have amassed a nice bank roll and soon will be quitting the game.

Half the time a man wants appreciation; the other half he wants to be let alone.—Harry Wolverton.

BALL TEAM MADE UP OF BROTHERS

Savannah, Ga., Oct. 22.—Mr. and Mrs. T. O. Gillum, of Madison Mills, Va., are the proud parents of the only baseball nine in the United States, composed entirely of brothers. The youngest member of the team is 14 years of age, and the oldest is 37. The combined ages of the brothers and their father who manages them, is 292 years. The elder Gillum is a wealthy planter and merchant. He personally encourages his boys to play ball, and finances them when they are on the road. He was himself a member of the first team ever organized in that section of Virginia. The team plays wherever it can secure dates throughout Virginia, and is said to be making money at the venture. The father and nine sons recently sent Woodrow Wilson a campaign contribution of one dollar each, and a picture of themselves in a group in uniform. They have since received a letter in reply from the Democratic presidential nominee.

HIGH SCHOOL VICTORIOUS.

There was a good football match on the Marathon grounds yesterday afternoon when the High School second team defeated Rothesay by a score of 8 to 5.

The Extremely Low Keyboard

makes the Burroughs Visible adding machine very convenient for use on either a high or low desk—for the manager or the bookkeeper.

It is light and easy to carry about the office—can be used where it is needed.

It is a Burroughs product, made in the biggest and most efficient adding machine factory in the world, and is backed by the Burroughs reputation and guarantee of continuous Service.

May we show you the Burroughs "Visible," at our expense and risk without obligating you?

Burroughs Adding Machine Co.

J. B. ERSKINE, Sales Manager, 147 Prince William Street, ST. JOHN, N. B.

WHY REAL STARS CAN'T BE SOLD

The report that President McAleer, of the Boston American club, had offered the Washington club $50,000 for Pitcher Walter Johnson, is emphatically denied by both sides, and seems to have been started as a joke by a Boston newspaper man. The report naturally created lots of talk in baseball circles. "Such a deal is ridiculous to think of," commented Manager Connie Mack, of the Athletics. "Why, just think what the public would say of such a transaction. The Washington club would lose at least twice $50,000 during a season if such a deal was put through. The game is too great and too big to attempt any business such as a purchase of Johnson by the Red Sox at such a critical moment of the season, whether it's for mere advertising purposes or not. Imagine me, for instance, selling either Bender, Coombs or Plank to Washington or Boston for any amount, fifty, seventy-five or a hundred thousand," continued Mack. "Why if I attempted such a thing I might as well pack the Athletics up and get out of Philadelphia. The people don't want such monkey business. They want a team to play the game and win or lose on its merits not to go about trying to buy this player or that player. As a matter of fact, I wouldn't consider an offer for any of my team from any club in either league, and, what's better, the public wouldn't stand for it, and it shouldn't."

THISTLES DEFEAT SHAMROCKS

The Thistles took three points from the Shamrocks in the St. Peter's Society bowling league last evening. The following are the scores:

Thistles

Dever. . .	79	69	81	229—76 1-3
Clarey. . .	82	87	88	257—85 2-3
McGovern. .	92	80	72	244—81 1-3
Howard. . .	75	83	80	238—79 1-3
White. . . .	87	86	82	255—85
	415	405	403	1226

Shamrocks.

Crowley. . .	79	99	83	261—87
Coughlan. .	60	87	73	220—73 1-3
Coholan. . .	69	88	75	232—77 1-3
T. Coughlan.	89	89	73	251—83 2-3
Doody. . . .	71	74	69	214—71 1-3
	368	437	373	1178

Would you like to meet the man who owns a factory just like the one you intend to build?

You'd ask him how it was designed, what it cost, what materials he used, why he used them, how satisfied he has been with his investment—you'd probably fire questions at him for an hour.

—and then you'd want to see the building itself.

You might travel a thousand miles to meet that man and then find him too busy to talk to you.

But you can get all he knows without moving from the chair you're sitting in. Turn to your stenographer and dictate a note requesting a free copy of

"Factories and Warehouses of Concrete"

Return mail will bring you a book containing every scrap of information you could desire—from the man who has built a factory just like the one you are planning.

Yes, just like it, because over 235 factories and warehouses, housing 97 separate industries are described and illustrated with photographs.

Every question you would ask is answered—not in generalities, but in specific facts and figures.

It's a handsome book, as befits the most complete and authoritative publication on reinforced concrete factory and warehouse construction ever written. No dry-as-dust treatise for engineers, but a frank, plain description of reinforced concrete construction for business men.

Tell your stenographer to enclose 12 cents in stamps for postage

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Remember, the best way to forget to ask for this book is to "Write tomorrow."