### Mexican Northern Power Co. 5 p. c. BONDS

carrying 100 p. c. Stock bonus You should have our Special Circular. SEE US.

Eastern Securities &

### N. B. Southern Railway

On an	d after S	UNDAY,	Octob	er 9,
	ains will i			indaj
	, as follo			
	John East			
	t St. John			
	Stephen .			
Lv. St.	Stephen		1.45	p. m.
Arr. St.	John		6.25 p	. m.
	H. H. 1	ACLEAN,		ident.

### COMINION ITLANTIC FAILWAY

S. S. Prince Rupert leaves Reed's Point Wharf daily at 7.45 a.m., con-necting at Disby with trains east and west, returning arrives at 5.30 p.m Sundays excepted. A. C. CURRIE, Agem.

### PICKFORD & BLACK LINE from St. John

S. S. Luristan sails Nov. 5 for Bermuda, St. Kitts, Antigua, Dominica, Barbados, Trinidad, Demerara.
S. S. Ocamo sails Nov. 17 for Bermuda, Montserrat, St. Lucia, St. Vincent, Barbados, Trinidad, Demerara.
S. S. Sobo sails Nov. 29 for Bermuda, St. Kitts, Antigua, Dominica, Barbados, Trinidad, Demerara.
S. S. Oruro sails Dec. 11 for Bermuda, Montserrat, St. Lucia, St. Vincent, Barbados, Trinidad, Demerara.
For passage and freight apply WILLIAM THOMSON & CO. Agents.
St. John, N. B.

## MANCHESTER LINERS

From	Manchester Nov. 10 Man-
chester	Commerce; from St. John Nov
26, via	Philadelphia.
From	Manchester, Nov. 17 Man-
chester	Trader; from St. John Dec. 5,
direct.	
From	Manchester, Nov. 24Man-
chester	Corporation: from St. John
Dec. 12	2, via Philadelphia.
From	Manchester, Dec. 1 Man-
	21.

For rates and space apply WILLIAM THOMSON & CO., Agents, St. John

## Furness Line

From		From
London	Steamer	St. Joh
Oct. 26	. Rappahannock.	Nov. 1
Nov. 8	Kanawha	Nov. 2
Nov. 19	Shenandoah	Dec.
Dec. 6	Rappahannock.	Dec. 2
	Kanawha	
Dec. 20	Kanawha	. Jan.
and fortni	ightly thereafter,	dates sub
ject to ch	nange.	
	rs have accomm	

WM. THOMSON & CO.

## HAVANA DIRECT

Leuctra November 17.
Steamer December 15.
For Freight and Passenger
Rates Apply to
WILLIAM THOMSON & CO., Agents, St. John, N. B.

## B. C. RAILWAY **OPENS TIMBER** TRACT

# SHIPPING FINANCE

## **PRODUCE PRICES** IN CANADIAN **CENTRES**

Reilable and Popular Route Between

St. John and Boston

FARES:
ST. JOHN TO BOSTON ... \$3.50
ST. JOHN TO BOSTON ... \$3.50
ST. JOHN TO PORTLAND ... \$3.00
STATEROOMS \$1.00

ST.

Asbestos Pfd., 1 @ 50. Bell Telephone, 3 @ 144. Cemant Common, 50 @ 22 1-2, 25 @ 22 1-2, 25 @ 22 1-2, 25 @ 22 1-2, 12 @

Afternoon Sales.

3	AG	00			AND	PROD	UCE
		Ra	nge	. 0	f Pric	es.	
				Wh	eat		
					High.	Low.	Close
				200	8934	8834	89
					9636	951/6	953
i			300		9436	95 1/8 93 1/4	933
					47	4636	463
ð		20			47 491/8	485%	487
ı					49%	493%	495
					its.	10 /8	
						3134	311
6	**		100		315%		
R					345%	341/4	343
ü					31%	34	34
				Po	ork.		
						1000	

## **NEW YORK STOCK MARKET**

(Quotations Furnished by Private Wires of J. C. Mackintosh & Co.

Same	Members of Montreal Stock Exchange, 111	Prince \	Wm. Str	eet, St.	John, N.
Sold   Prious   High   Low   Clost	B., (Chubb's Corner.)				
Signar   Source   S					. Tlong
Am. Revt Sugar					
Am. Cer and Fdry.         11000         55%	Am. Copper				
Am. Cotton Off.       6634 66       66 664         Am. Loco.       700       4034 40       4034 40       4034 40       4034 40       4034 40       4034 40       4034 40       4034 40       4034 40       4034 40       4034 40       8134       813       814       813       813       814       814       4134       414       414       414       414       414       414       414       414       414       414       414       814 <td>Am. Beet Sugar 500</td> <td></td> <td></td> <td></td> <td></td>	Am. Beet Sugar 500				
Am. Loco.       700       4034       40       4034         Am. Sm. and Ref.       9300       82 %       8234       81 %       81	Am. Car and Fdry 11000	55%			
Main   Sm   and   Ref.   9300   82%   82%   81	Am. Cotton Oil				
Mm Stear   119   119   119   119   119   119   119   110	Am. Loco 700				
Am. Steel Fdys. 41000 4732 4734 4734 4734 thichison. 10445 1	Am. Sm. and Ref 9300	821/8	82%	81%	
Mchison    104½   104½   104½   104½   104½   104¾   104¾	Am. Sugar				
Mills   Mill	Am. Steel Fdys	4736	47%	4734	
salt and Oare.       500       109       109       109         2 R T       773       788       775       773         lan. Pac. Ratt.       400       1888       19834       1974       1983         laes. and Oblo.       6100       8436       8446       837       834         laes. and Oblo.       6100       8436       8446       837       834       185         laic and North West       600       1485       1485       1488       1883         loi. Fuel and Iron       600       343       35       347       34	Atchison	1041/2	1045%	1041/8	104%
R T	Balt. and Onto 500		109		
Sam. Pac. Ratt.		7734	7836	7754	77%
Bess and Objo         6100         84 kg         83 kg         83 kg         83 kg         84 kg           Bide and St. Panl         4500         128 kg         126 kg         125 kg         128 kg         148 kg         128 kg         127 kg         127 kg         128 kg         127 kg         127 kg         128 kg         127 kg         127 kg         127 kg         128 kg         127 kg         127 kg         127 kg         128 kg         127 kg         127	Can. Pac. Ratt 400			19734	1981/8
falc. and St. Paul.         4500         12614         12634         12585         1258           falc. and North West         600         14836         148         14846         14846         14836         14836         14836         14836         14836         14836         14836         14836         14836         14836         14836         1273         13742         13634         1373         13746         13634         1373         13746         1373         13746         1373         13746         1373         13746         1373         13746         1373         13746         1373         13746         1373         13746         1373         13746         1373         13746         13746         13746         1374         13746         1374         1374         1374         1374         1374         1374         1374         1374         1374         1484         1374<	Ches, and Obio. 6100			8376	841/8
Table and North Wset   600	Thic, and St. Pan! 4500				125%
The color of the	Chic and North West 600	CONTRACTOR OF THE PARTY OF THE			
200, 248   137   13742   13634   1373   13644   1373   13644   1373   13644   13634   13644	Col Fuel and Iron				
Del and Hud.					
Denver and R. G.   33   33   33   33   33   33   30			101 72		
Erle.   1600   30   30   30   30   30   30   30	Donvey and D. C.				
Seneral Electric   155   15442   15443   157   Nor. Pfd   2400   12734   13734   13345   133	Frie				
ir. Nor. Pfd. 2400 12734 12834 12744 12734 12874 12745 118. Met. Met. 1400 2235 2236 2234 2234 2234 2234 2234 2234 2234	Trie 1600	30			
nt. Met.	general Electric				
Louis and Nash       1100       146¾       147       146¾       146¾       146¾       146¾       146¾       146¾       146¾       146¾       143¾       34¾       34¾       34¾       34¾       34¾       34¾       34¾       34¾       34¾       34¾       34¾       34¾       34¾       34¾       34¾       34¾       34¾       34¾       34¾       60½       60¾       60½       60¾       60¾       60½       60¾       60¾       60¾       60¾       60¾       40½       44½       43½       44½       43½       43½       43½       43½       43½       43½       43½       43½       43½       24½       19½        19       13       13       34       34½       34½       34½       34½       34½<	Gr. Nor. Pfd 2400				
Miss. Kan. and Texas   34%	nt. Met				
Mass   Pacific	Louis, and Nash 1100	1461/4	147	146%	
Nat. Lead.         69% 60% 60% 60% 60%         60% 60% 60%         60% 60% 60%         60% 60% 60%         60% 60%         60% 60%         60% 60%         60% 60%         60% 70% 116% 116% 115% 116%         115 74 116% 119% 119% 119         113 74 119% 119% 119         113 74 119% 119% 119% 119% 119% 119% 119% 119	Miss. Kan. and Texas		3434		
N. Y. Central N. Y. Ont. and. West. 900 4354 44 432 432 Not. Pac. 1600 11935 11995 119 119 Penn. 6000 12035 13035 13035 1304 13035 People's Gas. 500 10745 10745 10745 10745 Pr. Steel Car. 100 3445 3445 3445 Reading. 5500 1545 1554 1555 1535 154 Rep. I and S. 60ck Island 3376 3336 3336 3336 3336 Rock Island 5500 1590 1545 13745 1355 Rock Island 5245 5245 5245 Rock Island 5256 5245 5245 Rock Island 5276 5246 5247 Rock Island 5286 5286 5286 5286 Rock Island 5286 528	Miss. Pacific 600		541/2		
N. Y. Central. 115% 1161% 115% 116 N. Y. Ont. and. West. 900 42% 44 43½ 43% 43% 180 Nor. Pac. 1600 119 1 119 119 119 119 119 119 119 119	Nat. Lead		6034	6016	60%
Nor. Pac. 1600 119½ 119½ 119 119 Penn. 6000 130½ 130¾ 130¾ 130¾ 130¾ People's Gas 500 107½ 107½ 107½ 107½ Pr. Steel Car 100 34½ 34½ 34½ Rep. I. and S. 500 35½ 36 35⅓ 35¾ Rep. I. and S. 500 35½ 36 35⅓ 53¾ 53¾ Rock Island 33% 33½ 33½ 33¾ 33¾ 33¾ 33¾ 33¾ 33¾ 33¾ 33¾	N. Y. Central	11576	11634	115%	116
Not. Pac.         1600         193½         119½         119         119           Penn.         6000 *         130½         130¾         130¾         130¾         130¾         130¾         130¾         130¾         107¼         107¼         107¼         107¼         107¼         107¼         107¼         107¼         107¼         34½         35¾         35¾         33½         33½         33¾         33¾         33¾         33¾         33¾         33¾         33¾         33¾         33¾         33¾         33¾         33¾         33¾         33½ <td< td=""><td></td><td></td><td>44</td><td>4336</td><td>43%</td></td<>			44	4336	43%
Penn.         6000 * 130½ * 130½ * 130% * 130½ * 130½           People's Gas         500 * 107½ * 107½ * 107½ * 107½ * 107½ * 107½ * 107½ * 107½ * 107½ * 107½ * 107½ * 107½ * 107½ * 107½ * 107½ * 107½ * 100½ * 150½ * 153% * 15½ * 34½ * 82½ * 153% * 15½ * 153% * 15½ * 153% * 15½ * 153% * 15½ * 153% * 15½ * 153% * 135% * 105% * 100½ *		11916	11916	119	119
People's Gas.   500   107½   107½   107½   107½   107½     Pr Steel Car.   100   34½   34½   34½     Reading.   5890   154½   155½   153%   154     Rep. I and S.   500   35½   36   35½   35½     Rock Island   337%   337%   337%   333%   333%     Sass Sheffield   52½   52½   52½     Southern Pac   10000   119½   120   119½   120     Soo.   1980   138½   137½   1355%   135½     Southern Pac   526½   27½   26%   27½     Cup. Pacific   44200   157%   177%   176½   177½     U. S. Steel   89600   81   81%   803½   81½     U. S. Steel Pfd   118%   118%   118%     Virginia Chem   5200   645%   64   62½   63½     Wabash Pfd   383%	Penn 6000				13036
Pr. Steel Car. 100 34 ½ 34 ½ 34 ½ 34 ½ 84 ½ 84 ½ 84 ½ 84 ½	People's Gas 500				
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Pr Steel Car 100	-			
Rep. I. and S.         500         35½         36         35½         35¾           Rock Island         33%         33½         33½         33½         33½         33½         33½         52½	Reading				
Rock Island         33%         33%         33½         33½         33½         33½         33½         33½         33½         33½         33½         33½         33½         33½         32½         52½         52½         52½         52½         52½         52½         52½         52½         52½         52½         52½         52½         52½         135%         135%         135%         135%         135%         52         27         27         26%         27					
Sloss Sheffield					
Southern Pac         10000         11945         120         11945         120           Soo         1960         13845         13745         1355         1355         1355         1355         1355         1355         1355         1355         1355         1355         1355         127 <td< td=""><td></td><td></td><td></td><td></td><td></td></td<>					
Soo.         1990         1384½         137½         1355%         1355%         1355%         1355%         1355%         1355%         1355%         1357%         263½         27½         265%         27         177%         176½         177%         176½         177%         176½         177%         176½         177%         176½         187%         183%					
Sou Rail.     3206     26 ½     27 ½     26 ½     27       Un Pacific.     44200     176 ½     177 ½     176 ½     177 ½     176 ½     177 ½     176 ½     177 ½     176 ½     177 ½     176 ½     177 ½     18 ½					
Un. Pacific					
U. S. Steel Pfd. \$9600 81 81\$4 80% 813 184 1185 1185 1185 1185 1185 1185 1185					
U. S. Steel Pfd. 118% 118½ 118½ 118½ 118½ 118½ 118½ 118½					
Virginia Chem. 5200 64% 64 62½ 63½ Wabash Pfd. 383% 383% 383% 383% 383% 383% 383%	U. S. Steel	81	81%	8034	813
Wabash Pfd	U. S. Steel Pfd		1185%	11836	1185
Wabash Pfd	Virginia Chem 5200	645%		6216	631/4
Western Union	Wabash Pfd	3836	381/4		381/4

Fall River, Mass., J. Spane & Stiallast.

Coastwise—Stmrs. La Tour, 98. Mc-Kinnon. Campobello; Chisnecto, 56, Canning, Windsor; Granville, 49, Collins, Annapolis and cld.; Schrs. Maitland, 44, Dexter, Cheverie; Tethys, 20, Johnsan, North Head; Walter C, 18, Belding, Wilson's Beach.

Cleared Nov. 7,

Schr. Praference, 242, Gale, for New

Cleared Nov. 7.
Schr. Preference, 242, Gale, for New York, Randolph & Baker, 114,078 feet spruce boards, 51,349 feet pine boards, 772,000 spruce laths.
Coastwist—Stmr. Chignecto, Canning, Advocate; Schrs. Lone Star, Coffill, Canning; Edna May, Woods, Little Bass River; Walter C, Belding, Musquash.
Sailed, Nov. 7.

Dominion Ports.

Montreal, Nov. 6.—Ard. Stmrs. Victorian, Liverpool.
Sld. Stmr. Canada, Liverpool; Stmr. Montfort, London.

British Ports. Manchester, Nov. 3.—Sld. Stmr. Pon-tiac, Meikle, for Brunswick, Ga. Avonmouth, Nov. 4.—Ard. Stmr. Royal George, from Montreal. Ardrossan, Nov. 4.—Sld. Stmr. Bray Head. Butt, for Montreal.

Foreign Ports.

Cement Common, 25 @ 23, 50 @ 23, 25 @ 23, 25 @ 23, 25 @ 23, 25 @ 23, 25 @ 23, 25 @ 23, 25 @ 23, 25 @ 23, 25 @ 23, 25 @ 23, 25 @ 23, 25 @ 23, 25 @ 23, 25 @ 23, 25 @ 23, 25 @ 23, 25 @ 23, 25 @ 24, 25 @ 25, 25 @ 2

ner, 166 tons, Hantsport to Bridge, ner, 167 tons, Hantsport to Bridge, ner, 168 tons, Hantsport to Bridge, ner, 168 tons, Hantsport, 168 tons,

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

W. E. and W. I. Tuck, 395, J. A. Gr. VESSELS BOUND TO ST. JOHN.

MONTREAL STOCK EXCHANGE.

. By direct private v	vires to	J. C.	Ca
Macintosh & Co.	Ask	Bid	Ea
Asbestos Com	. 12	10	N.
Asbsetos Pfd	50	491/2	La
Bell Telephone	145	1421/2	Bo
Can. Pac. Rail	.19916	1981/2	Da
Can. Converters	. 40	38	Fra
Cement Com	. 23	22 1/8	Fir
Cement. Pfd	. 861/4	86	Tri
Cement Bonds	. 981/2	98	U.
Can. Car Pfd	.1011/2		Ch
Can. Car Bonds	.104		Gra
Cal Catton Danda		100	Isl
Can. Rub. Com	. 97	94	
Can. Rub. Bonds	. 97	95	
Crown Reserve	.281	278	
Dom. Tex. Com	. 631/2	63	Fur
			direct
Dom. Coal Pfd	.113	112	
Dom. Coal Bonds	91	96	Ne
Dom. I. and S. Pfd	.1021/8	102	mark
Dom. I. and S. Bonds.		96	electi
Duluth Superior	. 80	781/	large

.124 128 .1365%

96½ 109½ 121% 110

161

136 146 224 141% 116 94

85 4 52 3 85 125 UNDERWEAR

## good

## MARKET DULL ON EVE OF **ELECTION**

xceeded slightly the transactions in I. S. Steel.

The reason given for the increased titenticn given to Union Pacific was not forthcoming, beyond the assertion that the buyers who were influential a last week's movement in United states Steel, had diverted a large thare of activity into the railroad tock. The market closed iregular, but with renewed upbidding of Union Pafilic for sustaining purposes.

The statistics of the copper productres' association for October were a distinct disappointment of the more anguine of the expectations which have been fostered by stock market the publication was earlier than usual coincided with active circulation for new rumors concerning the coper trade and a supposed intention o advance the prices of the copper ndustrials.

MONTREAL COBALT AND CURB STOCKS.

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

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

Bid. Ask.

Beaver 29 31
City Cobait 21 24
Little Nipissing 22 23
N. S. Cobait 25 29
Coniagas 4.25 4.50
Can. Light & Power 58% 59
Mexican Tram 122½ 124
La Rose 4.84 4.90
Hillicrest 30 35
Hillicrest Pfd. 82 84
Cereal 21
Cereal 22

Montreal Curb Sales.
La Rose 150@4.90
W. C. Power 10@41.
Sherbrooke 10@22 1-2.
La Rose 25@4.85.
Can. Power Bonds 1.000@82
The Boston Curb.
East Buttle 10—11.
N. Buttle 5% 26

The Boston Curb.

ist Butte 10—11.

Butte 35%—36.

ike 39%—40.

soton Ely 13-16—½.

avis 115-16—2.

ranklyn 11½—12.

rst National Copper 25%—34.

rinity 5%—61½.

S. Mining 391½—34. no Copper 21½—¾. nby 48—49. Royale 22¼—23.

Always feels

From first to last "Ceetee" Underclothing delights all folks—perfect fitting, healthy and comfortable.

## **NOVA SCOTIA** STEEL 5's

An absolutely safe investment and a sure return These bonds are secured by property aggregating four times the amount of bond issue. The character of the steel industry and the splendid earnings of this company make its bonds one of the most desirable on the

## J. C. MACKINTOSH & CO.

Howard P. Robinson, Mgr.,

Fire, Motor Car and Motor Boat

## INSURANCE

JARVIS & WHITTAKER, General Agents, 74 Prince Wm. St

CANADA LIFE ASSURANCE COMPANY

Canada's Oldest and Strongest Company, Assets over \$40,000,000

Assurance in force over \$125,000,000

This company has been doing a satisfactory business for Sixty-three years and is a financial institution of which Canada is deserved v proud.

J. M. QUEEN, Manager for New Brunswick.
St. John, N. B.

CANADIAN

PACIFIC

SHORT ROUTE

MONTREAL

HALIFAX Maritime Province Points

All Points East TO All Points West

TOURIST SLEEPERS MORNING AND NIGHT TRAINS

W. B. HOWARD D. P. A., C. P. R., ST. JOHN N. B. as is displayed at present is due to the concerted efforts of a few powerful manipulators in two or three stocks. These observers reason that any advance Wednesday would uncover heavy profit taking sales on a scale up and that if by any miscalculation the issue of the election should be unfavorable there would be heavy pressure brought to bear against the market. In any event, so these people argue, the lasting effects of a Democratic victory is problematical, especially if this should be accomplished through the agency of agitation for a revision of tarliff. As against these views there are plenty of believers in higher prices who based their predictions on evidences of a large professional short interest in the market and the belief that the big financial interests would interpret a Democratic victory in this state to mean a stinging rebuke to the so-called progressive policies of Mr. Roosevelt and his following. So far as net results were concerned today's market practically marked time, final prices being very near those of Saturday's closing.

LAIDLAW & CO

CLOSING COTTON LETTER.

Co., direct private wires.

Granby 48—49.

Isle Royale 22½—23.

CLOSING STOCK LETTER.

Furnished by J. C. Mackintosh and Codirect private wires.

New York, Nov. 7.—Today's stock market was one of the typical pre-election kind which has already largely discounted election results. It was everywhere assumed that the Democratic ticket would win in New York state and that there were possibilities of land slide to this ticket throughout the country. There was, however, a wide diversity of opinion as to the consequences in the stock market. Many unbiased observers believe that such strength

The market sustained its strength stock market. Many unbiased observers believe that such strength

The market sustained its strength itroughout, closing at only a slight reaction from top figures. Perhaps the mean guess on the census figures would be seven and a haft under the difference of the stock market. Many unbiased observers believe that such strength throughout, closing at only a slight reaction from top figures. Perhaps the mean guess on the census figures would be seven and a haft under that figure would likely give further impulse to the advance. Conversely, a large estimate would probably tempt liberal southern selling and cause a smart reaction.

New York, Nov. 7.—Morning dealings in the cotton market appeared to report on Wednesday would be buillish for while there was a statered profit taking on the opening bulge, this was completely offset by liberal buying to while there was hove of the typical private crop estimate of 11,500,000 bulges helped the market, tending as the protocompletely offset by liberal buying to while there was hove of the opening bulge, this was completely offset by liberal buying to while there was hove of the opening bulge, this was completely offset by liberal buying to while there was hove of the opening buying the port on Wednesday would be buillish for while there was a buying the cotton market appeared to report on Wednesday would be buillish for while there was hove of the deviation of the private wing in the cot

NEWS SUMMARY.

Americans in London quiet but airly firm.

London settlement begins on Wed-Mayril.

## DIRECT CONNECTIONS FOR—Ottawa, Toronto, Hamilton, Buffalo, etroit, Chicago, St. Paul, Winnipeg, Calgary, Vancouver, etc. Standard High Grade Equipment. Dining Car Service unsurpassed.

**FARMS IRRIGATED** and NON-IRRIGATED

Investors We can offer those desiring to invest \$200 and upwards an opportunity for a safe and sure investment with good profits and quick returns.

Write, wire or telephone (at our expense) and Mr. J. C. Shark (now in St. John) will call and see you, furnishing full information.

James D. Seely, REPRESENTATIVE FOR MARITIME PROVINCES. 'Phone Main 52. 'Phone Main 52, 42 Water Street, St. John, N. B.

CANADIAN PACIFIC RY. FINDLAY & HOWARD, LTD.

in actual figures of bank statement. Twelve industrials advanced .18 per cent. Twenty active rails advanced .18 per cent.

NEW YORK COTTON MARKET. By direct private wires to J. C. Mackintosh & Co.

London settlement begins on Wednesday.

London settlement begins on Wednesday.

Most election forecasts indicate very close results in New York state. Chances rather in favor of Dix for governor.

German banking syndicate makes Turkish loan of \$50,000,000 on four per cent. bonds issued at 84.

Dry goods houses complaining of underlying tightness of money market in special financing required in their business, at this time.

Some improvement in demand for anthracite reported.

American Cotton Oil annual report shows 6.78 per cent. earned on common for year ended Aug. 31st.

Large loss in cash principal feature

George.

Hor

**English Cava** First Appe Square Ga

Lord Decie

Baron of Decles appearance at Garden horse si

Garden horse is ternoon, arrived day, and left fo spend the week Gould.

Lord Decies the third Baron visit to the la Show has succethe death of hi lam Marcus de Graham Hope I commanding of Hussars, one oregiments.

Another of tiders arriving day was Lieut. I Holland constant

Is S