

oad

Empire:
If ever having
you put your
in our care.
McINTYRE
for New Brunswick
Inspect it free

been to get the children
the members and their
ends working in addi-
aves. They have been
the year of rib-
to be able to re-
of coppers, each child to
of such ribbon to have

es have returned many
es. The "kiddies" who
this collecting are
e and Elsie Coleman,
returned three yards
; Marjorie Christie,
Gertrude Andrews,
Alice Hutchinson, Vera
two yards; and Flo-
Gertrude Gallop, Helen
Black, Florence de Gal-
Wilson, Phyllis An-
McLean, Muriel Spru-
Watters, Helen Gorrie,
Waters, Isabel Van
lson, Ronald Roberts,
Helen Chase, each one
L. Roberts of Metcalfe
ording to this branch of
the new circle.

New York, Sept. 24.—The most im-
pressive and wholesome feature of yester-
day's market was the broad, if some-
what belated, demand for investment
shares comprising the railroad group.
These stocks featured the very active
trading of the final hour, chasing the
market from a low of 100 points back to
a subordinate position.

Buying of the railroad stocks coincid-
ed with reports that the preliminary
agreements connected with the Anglo-French
coal consortium had reached a
satisfactory working basis. It was
also rumored that the Interstate Com-
merce Commission would soon an-
nounce a decision in favor of the roads
more favorable to some of the western
roads, but this received little cred-
ence. More likely the rise had its
genesis in an increasing belief that
the market had "turned the corner," and
that they must inevitably participate in
large measure, with the general activ-
ity of important stocks, in the coming
advance that was in the forthcoming crop move-
ment.

Virtually all classes of railways fig-
ured in the advance. The Great Northern
Pacific, which rose 4 1/2 to 163, and the
other Pacifics, as well as grangers,
trunk lines and coalers. The southern
roads moved forward briskly, particu-
larly the Seaboard, which advanced 1
to 121 1/2, and the Norfolk and Western
gained 2 to 151 1/4, and Southern Rail-
way preferred, up 1 1/4 to 54 1/4.

United States Steel's strength was
another encouraging factor, the stock
advancing 1 1/2 to 106 1/2, and the trans-
actions aggregating \$8,500 shares.

Early trading was limited mainly to
Baldwin Locomotive, which rose 4
to 107 1/2, and the Erie, which rose 1/2
to 58 1/2. The Erie was based on the
company's new financials,
American Smelting, up 2 1/4 to \$7.75,
and Crucible Steel, which at its high
of 97 1/2, with a transaction of 100,000
shares, rose to 97 1/2. The American
Road, Westinghouse, American Car
& Foundry and Colorado Fuel, the lat-
ter recording a further maximum gain
of 1 1/2 to 100 1/2, were also active.

Crucible Steel, which had been
unchanged at 354, but the preferred
went up 15 points to 183, a new
record, which it retained at the close.
Total sales amounted to 960,000
shares.

Bonds were strong, with an appre-
ciable increase of foreign offerings on

Atchison	71%	72%	71%	73%
Am Can	60%	62%	60%	62%
Balt and O & C	89%	87%	87%	87%
Ballou Steel	355	358	354	354
Beck's Reg	77%	77%	77%	77%
C F I	66%	56%	54%	55%
Ches and Ohio	49%	50%	48%	50%
Chino	44%	45	44%	44%
Can Pac	167	167	167	167
Can Pac	167%	162	167%	167%
Crucible Steel	44%	97%	97%	95%
Erle Com	61%	31%	31%	31%
Gr No xst	319	121%	119	121%
Gr No xst	319	121%	119	121%
Lehigh	121%	121%	121%	121%
Lehigh and N	121%	121%	121%	121%
Miss Pac	8	4%	2%	4%
NY NH and E	89%	89%	89%	89%
Ohio Pac	106%	106%	106%	106%
Penn	110%	111%	110%	111%
Press Btl Can	84%	84%	84%	84%
Reading Com	183%	183%	181%	183%
St Paul	95%	95%	95%	95%
St Paul	95%	92%	91%	92%
Sou Pac	91%	92%	91%	92%
Steele	54%	54%	54	54
U S Steel	181%	181%	181%	181%
U S Steel Com	77%	78%	77%	78%
U S Steel Pld	114%	114	114	114

89. Dom. Iron Prid.—50 98%.
 90. 10 to 20.
 Dom. Iron Prid.—125 97.8, 81%
 47, 50 46.7, 8. 40 46.4,
 Shawinigan—50 127%, 40
 188, 90 129, 100 129, 400 130
 185 180%
 Central Power—75 223, 140 254,
 225%
 35 25 84.8.
 Steel Co. of Canada Com.—25
 Bell Tech. Com.—10 148.
 Bell Bonds—500 96%
 Canada Car—150 168, 25 108%
 Steel Canada Prid.—20 86%, 10 86%
 80. Oilvies Com.—18 123.
 Laur. Pulp—25 182, 10 188, 7
 182%
 L'vail—45 80.
 12 12, 10 12, 12 100 12.1-
 25 12, 25 12, 8.1, 90 12%
 12%, 60 12%
 Iron Bonds—2,000 87%
 Ames Holten Com.—25 15, 12
 15, 12 15%
 C. Cottons Prid.—1 73%
 Afternoon
 Cement Com.—350 29%, 50 29%

384. HAY—No. 2, per ton, car lots, \$11.00 to \$12.00.
 POTATOES—Per bag, car lots, 60¢.

STEAMSHIPS.

MANCHESTER LINE

From	St. John
Manchester	Sept. 21
Sept. 7 Man. Echxange,	Sept. 21
Sept. 18 Man. Engineer	Oct. 1
Oct. 2 Man. Miller	Oct. 10

WILLIAM THOMPSON & CO.,
 Agents, St. John, N. S.

FURNESS LINE

From London.	From St. John
Shevanodah	Oct. 1
Rep. 30 Alceana	Oct. 10
Kanawha	Oct. 18

Dates subject to change.

Also Sept. 30th, October 1st and
2nd. Limit, October 15th.

BOSTON

\$10.50

Tickets on sale daily, Sept. 18
Oct. 16. Limit, thirty days.

NOTE—Effective Sept. 27th. Boston
Express will leave St. John
6.40 p.m. instead of 7.00 p. m.
(Atlantic).

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

CANADIAN GOVERNMENT RAILWAYS

INTERCOLONIAL

PRINCE EDWARD ISLAND RY.

OCEAN LIMITED (Daily).

Departs Halifax 8 a. m.
Departs Moncton 2.25 p. m. Arrives
Montreal 8.05 a. m. following day.

MARITIME EXPRESS
(Except Sundays)

Departs Halifax 5 p. m.
Departs St. John 6.10 p. m.
Arrives Montreal 6.30 p. m. follow-