

We feel it would be to your advantage to see us before buying bonds.

We are always willing to take maturing issues and to give you best market rates for any bonds you may wish to sell.

We have a Telephone Bond that looks to us like an attractive investment and yields 6 per cent.

Eastern Securities Ltd.
W. F. MAHON, Managing Dir.
Successors to W. F. Mahon & Co.
Phone 2058. St. John, N. B.

EASTERN S.S. CO.

Reliable and Popular Route Between

St. John and Boston

Calvin Austin and Governor Dingley

Complete Wireless Telegraph Equipment

Coastwise Route—Leave St. John at 8:00 a. m. Mondays, Wednesdays and Fridays for Eastport, Lubec, Portland and Boston.

Returning, leave Union Wharf, Boston, Mondays, Wednesdays and Fridays, at 8:00 a. m. and Portland at 6:00 p. m. for Lubec, Eastport and St. John.

Ticket Office, 47 King Street.

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

WM. G. LEE, Agent, 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 7 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. WESTON, Manager.

N. B. Southern Railway

On and after SUNDAY, October 9, 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, 12:30 p. m.

Lv. St. Stephen, 1:45 p. m.

Arr. St. John, 6:25 p. m.

H. H. McLEAN, President

Atlantic Standard Time.

DOMINION ATLANTIC RAILWAY

S. S. Prince Rupert leaves Reed's Point Wharf daily at 7:45 a. m., connecting at Hazy with trains east and west, returning arrives at 8:30 p. m. Sundays excepted.

A. C. CURRIE, Agent.

MONTREAL STOCK EXCHANGE.

The Sun Life

Assurance Co. of Canada

Will support you in old age or look after your family if you are prematurely taken away. It will cost you comparatively little each year.

ASK OUR AGENTS FOR PRICES.

Assets nearly \$35,000,000.

G. C. JORDAN, Manager for N. B.

CARD

To the Electors of the City of St. John

Ladies and Gentlemen:—In response to the solicitations of a large number of electors of Ward 1, beg to announce I will be a candidate for the office of alderman at the by-election to be held on the 10th of November next.

Yours respectfully,

W. D. BASKIN

LARGEST ELEVATOR

IN NEW ENGLAND

New Structure Erected By Boston And Albany R. R. Cost

\$1,000,000 And Will Load

20,000 Bushels An Hour.

The new elevator of the Boston & Albany railroad at the great terminal at East Boston went into service Saturday when it was used to load the first of a cargo of 110,000 bushels of grain to be shipped to Liverpool tomorrow on the Leyland line steamship Devonian. This marks the restoration of the grain elevator service at the newly constructed terminal of the Boston & Albany railroad which was destroyed by fire in July, 1908.

This new grain elevator is the largest in New England. It cost \$1,000,000 and has a capacity of 1,000,000 bushels. It is twice as large as the elevator which was burned and is capable of unloading 20,000 bushels of grain in 20 hours and loading 20,000 bushels of grain an hour into the holds of vessels.

NEW YORK COTTON MARKET.

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

High. Low. Bid. Ask.

Oct. 14.54 25 30 11

Nov. 14.39 10 10 12

Dec. 14.48 24 27 28

Jan. 14.52 27 30 31

March 14.64 41 41 42

April 14.71 48 50 51

May 14.71 48 50 51

June 14.45

SHIPPING FINANCE

PRODUCE PRICES IN CANADIAN CENTRES

Toronto, Ont., Oct. 18.—Nothing new can be said of the breadstuffs. Market prices for Manitoba wheat are lowered half a cent today, in sympathy with lower quotations on outside markets. Canadian prices are still one or two cents out of line and export trade cannot be touched. Ontario wheat could be exported at 84 cents and farmers near Toronto are being offered 82 cents on low freight, while 80 cents is the highest point from which shipments would involve high freight charges. Very little grain is moving in Ontario.

Local dealers quotations are as follows:

Ontario Wheat—No. 2 winter wheat 84 cents to 85 cents outside, according to location.

Manitoba Wheat—No. 1 Northern, \$1.01; No. 2 Northern, 98 cents; old wheat premium of 2 cents; No. 3 Northern, 94 1/2 cents at Lake ports for immediate shipment.

Oats—Canadian, Western No. 2, 35-1/2c; No. 3 Canada Western, 34 c; at Lake ports for immediate shipment; Ontario No. 2, white, 32c; to 32 1/2c; outside; No. 3 white, 31c; to 31 1/2c; outside; 34c to 36c, on track Toronto.

Barley—Manitoba bran, \$19 per ton; shorts, \$20 per ton on track at Toronto.

Montreal, Oct. 18.—Local quotations are as follows:

Oats—No. 2 Canadian West, 37 1/2c to 38c; No. 3, 35 1/2c to 36c; No. 3 local white, 37c; No. 3, local white, 35 1/2c to 36c.

Hay—Active, No. 1, \$11 to \$11.50; No. 2, extra, \$10 to \$10.50; No. 2, \$9 to \$9.50; clover mixed, \$7.50 to \$8; clover, \$7 to \$7.50.

Millfeed—Strong bran, Ontario, \$19.50; to \$20.50; Manitoba, \$19; middlings, Ontario, \$22 to \$22.50; shorts, Manitoba, \$22; month's pure grain, \$31 to \$32; mixed \$25 to \$28.

Flour—Manitoba spring wheat patents, firsts, \$5.80; seconds, \$5.30; winter wheat patents, \$5.50; Manitoba strong bakers, \$5.10; straight rollers, \$5; straight rollers in bags, \$2.15 to \$2.25; extras, \$1.75 to \$1.90.

Potatoes—Firm, carlots 60c to 65c, per bag; jobbers, 75c.

Eggs—Firm, new laid 30c; selected stock at 23c, and No. 2 at 16c to 17c, per dozen.

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.)

Barrel	High	Low	Close
Am. Copper	25.900	71 1/2	70 3/4
Am. Beet Sugar	2.200	38 1/2	38 1/2
Am. Car and Ferry	27.00	54 1/2	54 1/2
Am. Cotton Oil	41.00	67 1/2	66 1/2
Am. Steel	4.00	41 1/2	41 1/2
Am. Steel Pk.	1.00	139 1/2	139 1/2
Am. Sugar	3.00	119 1/2	119 1/2
Am. Copper	2.00	103 1/2	103 1/2
Atchafalaya	11.500	103 1/2	103 1/2
Balt. and Ohio	9.00	109 1/2	109 1/2
B. & O. T.	9.00	79 1/2	79 1/2
Can. Pac. Rail.	8.00	196 1/2	196 1/2
Ches. and Ohio	1.00	127 1/2	127 1/2
Chi. and St. Paul	9.00	127 1/2	127 1/2
Chi. and N. West	1.00	150 1/2	150 1/2
Col. Fuel and Iron	3.50	25 1/2	24 1/2
Cons. Gas	21.900	135 1/2	135 1/2
Del. and Hud.	1.00	34 1/2	34 1/2
Denver and R. G.	6.00	34 1/2	34 1/2
Erie	4.00	30 1/2	30 1/2
Gen. Elec.	21.00	154 1/2	154 1/2
Gr. Nor. Pk. (ex div. 1 1/2)	31.00	130 1/2	130 1/2
Ill. Central	1.00	22 1/2	22 1/2
Int. Met.	8.00	22 1/2	22 1/2
Louis. and Nash.	1.00	148 1/2	147 1/2
Neada	1.00	21 1/2	21 1/2
Kan. City South	2.00	34 1/2	34 1/2
Miss. Kan. and Texas	2.00	36 1/2	36 1/2
Nat. Pac.	2.00	57 1/2	57 1/2
Nat. Lead	1.00	63 1/2	63 1/2
N. Y. Central	4.00	119 1/2	119 1/2
N. Y. Ont. and West.	3.00	44 1/2	44 1/2
Nor. Pac.	6.00	120 1/2	120 1/2
Nor. and West.	3.80	100 1/2	100 1/2
Pac. Mail	1.00	109 1/2	109 1/2
Penn.	2.00	132 1/2	132 1/2
People's Gas	1.00	109 1/2	109 1/2
Pr. Steel	1.00	38 1/2	38 1/2
Ry. Steel	1.00	153 1/2	153 1/2
Reading	8.00	153 1/2	153 1/2
Rep. I. and S.	1.00	34 1/2	34 1/2
Rock Island	2.00	34 1/2	34 1/2
Sloss-Sheffield	1.00	55 1/2	55 1/2
Southern Pac.	1.00	119 1/2	119 1/2
Soo	1.00	133 1/2	133 1/2
Southern Rail.	3.00	27 1/2	26 1/2
Un. Pac.	7.500	174 1/2	174 1/2
U. S. Rubber	9.00	38 1/2	38 1/2
Utah Copper	6.00	51 1/2	51 1/2
U. S. Steel Pk.	1.00	119 1/2	119 1/2
U. S. Steel	1.00	76 1/2	76 1/2
Virgin Chem.	5.00	63 1/2	63 1/2
Wabash Pk.	1.00	40 1/2	40 1/2
Western Union	1.00	73 1/2	73 1/2

Sales—11 a. m., 258,000; Noon, 392,000; 2 p. m., 578,000; 3 p. m., 756,000.

Mercantile Marine

Wednesday, Oct. 19, 1910.

Sun rises, 6:50 a. m.; sets, 5:23 p. m.

High water, 5:23 p. m.; low water, 1:01 a. m.

High water, 5:23 p. m.; low water, 1:01 a. m.

Atlantic standard time.

PORT OF ST. JOHN.

Arrived—Oct. 18.

Str. Calvin Austin, 2853, Pike, from Boston via Eastport, W. G. Lee, pass and mail.

Str. Vitalia (Nor.) 728, Andersen, from Dorchester, N.B. to load for Havana, Robert Reford Co. ballast.

Tug Portland (Am) 48, Sweet, from Bath, Me. for St. Martins, in for harbor and cleared.

Coastwise—Str. Brunswick, 72, Potter, Canning, old; Graville, 49, Collins, Annand and old; Schrs Ruby, 15, O'Donnell, Musquash and old; Tethys, 20, Johnson, Freeport and old; Emily R. Sullivan, Meteghan; Emily George, Friesland, and old.

Cleared—Oct. 18.

Coastwise—Str. La Tour, McKinnon, Wilson's Beach; Schrs Rose, North Head.

Sailed—Oct. 18.

Str. Dominion, 2581, Norcott, for St. John.

Str. Leinster, 1950, Hilton for Havana (not previously).

Schrs Harold B Cousins, (Am) 360, Williams, for Vineyard Haven; Genieve from Port Reading for Windsor, N.S.

Dominion Ports.

Chatham, Oct. 17.—Arrived—Str. Fram, Portland, Me.

Hillsboro, Oct. 17.—Arrived—Str. Eda, Newark.

British Ports.

Bermuda, Oct. 16.—Sailed—Str. Oruro, Bale, for St. John.

Cardiff, Oct. 18.—Sailed—Str. Albura, Lockhart, for Buenos Ayres.

London, Oct. 18.—Arrived—Str. Salacia, McKelvie, Botwoodville.

Offshore Ports.

City Island, Oct. 16.—Passed—Schrs Sarah Eaton, for Calais; Alaska, for an eastern port; Ronald, for St. John.

Portsmouth, Oct. 16.—Sailed—Schrs Annie Blanche, from Fall River for St. John; Pansy from Boston, for Advocate, N.S.

Salem, Mass., Oct. 16.—Sailed—Schrs Sallie E. Lulliam from New York for Eastport, Me.; Vere B. Roberts, from Perth Amboy for St. John N.B.; Genevieve from Port Reading for Windsor, N.S.

Reports and Disasters.

Savannah, Ga., Oct. 16.—Str. Sierra Morena (Br) which steamed from Port Tampa for Savannah last Tuesday morning has not been heard from, although several days overdue and some concern is felt here for her safety. The vessel carried 4000 tons of phosphate rock and was to complete her cargo here with cotton.

Notice To Mariners.

Portland, Oct. 15.—West Quoddy Head, Me. Quoddy Roads Middle Ground Buoy 2, 1st-class nun, reported missing, will be replaced as soon as practicable.

Sheepscot River, Me.—Griffiths Head Ledge Buoy, H.S. spar, replaced October 15th, having been heretofore reported out of position.

Shipping Notes.

West India steamship Oruro, Captain Bale, left Bermuda last Sunday for St. John with mails, passengers, and general cargo.

Battle River Albuera, Captain Lockhart, steamed from Cardiff yesterday for Buenos Ayres.

The United States schooner Harold B. Cousins, in command of Captain William, a native of St. John, sailed for Vineyard Haven yesterday with over two million of spruce laths.

The steamship Louisa did not get away from this port until yesterday at 2 p. m., on account of receiving an extra addition to her freight for the Havanna market.

The Norwegian steamship Stigstad, from Louisville, N. S., with 60,000 tons of coal, arrived at Boston last Saturday for her first trip to that port.

Among other important business transacted at the meeting of the directors of the Eastern Steamship Company, held at Portland, Maine, last Friday, was the matter of increasing the company's capital from \$1,000,000 to \$1,500,000, which places the stock on a 5 per cent. basis. It is understood that the directors have in view plans in regard to extensions of their line at provincial points which if successful, would be expected to add materially to the volume of business.

LIST OF VESSELS IN PORT.

Steamers.

Vitalia, 723, Robert Reford Co.

Schooners.

Cheslie, 350, Geo. E. Holder.

Elms, 298, J. W. Smith.

H. M. Stanley, J. W. McAlister.

Helen G. King, 216, A. Adams.

Isabel K. Stetson, 271, J. W. Smith.

Leonard Parker, 246, R. C. Elkin.

Lavonia, 296, J. W. Smith.

Lucille, 164, C. M. Kerrison.

Lucia Porter, 234, Master.

LONDON SWAYS WALL STREET TRADE

New York, Oct. 18.—The speculative movement in stocks showed signs today of an entry upon a new stage. Besides the normal profit taking movement, which interrupts every advance sooner or later, it was evident that the course of the London money market was exerting more influence on the operations in New York stock market than heretofore. International banking houses in New York, having occasion to negotiate in London, found a degree of discrimination against American borrowings that afforded a sharp contrast with the recently ruling conditions. It was reported that private banking advice gave as one explanation for the expected advance in the official discount rate of the Bank of England, on Thursday a determined disapproval by the authorities of that institution of the demand for credit in London for use in the New York speculation. The heavy drain on the Bank of England gold supply from various sources, prompts the Bank of England to take measures of the reserve position. There is nothing in the published banking returns to indicate how far New York borrowers have been resorting to London in financing the present speculative movement in stocks. The shifting of loans amongst the New York credit institutions in the period of the speculative activity shows an insignificant change on balance, and a negative inference of resort to other sources may be deduced from that fact.

The foreign exchange market was affected by this situation in the London market. The extension of the present working arrangements for financing cotton exports also had the effect of strengthening the exchange market. The local call money market showed the relaxed tone which developed yesterday. Whether on account of changed attitude on the part of the foreign money lenders or from other causes, the measures for advancing prices of stocks were less aggressive today. U. S. Steel maintained its prominence in the dealings, but met sufficient offerings to beat down the price when attempts were made to lift it.

Bonds were easy. Total sales, par value, \$2,550,000. U. S. 4's registered advanced quarter and the coupons 1 per cent. in the bid price on call.

MONTREAL STOCK EXCHANGE.

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

Miscellaneous.

Asbestos Cons. 15 1/2 15 1/2

Asbestos Pk. 54 52

Black Lake Cons. 18

Black Lake Pk. 50 49 1/2

Can. Pac. Rail. 199 1/2 199

Can. Cons. 20 19 1/2

Cement Cons. 85 84 1/2

Can. Cons. Rub. 94

Crown Res. 26 1/2 26

Det. Cons. 67 1/2 67

Dom. Tex. Cons. 63 1/2 62 1/2

Dom. Cons. Pk. 115 112

Dom. Steel. 60 1/2 60

Ogilvie Cons. 102 101 1/2

Port. Cons. 81 1/2 79

Hal. Elec. Tram. 130 129 1/2

Illinois Trac. Pk. 90 89

Can. Cons. 128 128

St. Paul SS Marie. 113 112 1/2

Mexican. 89 88 1/2

Rio Cons. 103 1