

Camaguey Co. Ltd.
STOCK
Paying a 2 per cent. DIVIDEND
HALF YEARLY since FEB. 1909.
This company operates a full
service for electric light and tram
roads, such as St. John, Halifax
in Camaguey, Cuba.
PRICE YIELDING 7 1/4 P. C.
WRITE US.
W. F. MAHON & CO.
INVESTMENT BANKERS.
Phone 2058. St. John, N. B.

CANADIAN PACIFIC

EXCURSIONS

FROM ST. JOHN, N. B.

MONTREAL

AND RETURN

Tickets on Sale Oct. 1st, 3rd & 4th.

Good for Return until Oct. 15th.

BOSTON

AND RETURN

Tickets on sale daily Sep. 17-Oct. 15.

GOOD FOR FOUR WEEKS.

"HOMESEEKERS"

TO WESTERN CANADA

SEPTEMBER 21st

32.40 TO WINNIPEG

Low Rates to Other Points.

COLONIST RATES

ONE WAY

Vancouver, 55.95

Portland, 55.95

Seattle, 55.95

Tickets on sale Sept. 15 to Oct. 15.

California, 55.95

Arizona, 55.95

Nevada, 55.95

Tickets on Sale Oct. 1st to 15th.

W. B. HOWARD, D.P.A., C.P.R.

ST. JOHN, N. B.

"S. S. May Queen"

This popular steamer leaves St.

John, N. B., Wednesdays and Satur-

days for Grand Lake and Salmon

River at 8 a. m., returning Thursdays

and Mondays, touching at Gagetown.

This is the most beautiful and pic-

turesque route in the Maritime Pro-

vinces, 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, June 13,

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 noon.

Lv. St. Stephen 1.30 p. m.

Arr. St. John 5.45 p. m.

H. M. 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 Digby with trains east

and west, returning arrives at 5.30 p. m.

Sundays excepted.

A. C. CURRIE, Agent.

SCENIC ROUTE.

Steamer Maggie Miller leaves Mil-

lidgeville for Summerville, Kenne-

becasis Island and Baywater daily

(except Saturday and Sunday) at 8

a. m. and 3.30 and 5.30 p. m. Re-

turning from Baywater at 7 and 10

a. m., and 4.15 p. m. Sundays at 9

and 10.30 a. m., 2.30 and 5.15 p. m.

Returning at 9.45 and 11.15 a. m., 4.30

and 6 p. m. Saturday at 6.45 and 9

a. m. and 3.5 and 6 p. m. Returning

at 6.7.30 and 10 a. m., and 3.45 and

6.45 p. m.

JOHN MCGOLDRICK, Agent.

Phone-278.

CHICAGO GRAIN AND PRODUCE

MARKETS.

Range of Prices.

By direct private wires to J. C. Mac-

kintosh & Co.

Wheat.

Sept. 1910 95 1/2 95 1/2

Dec. 1910 95 1/2 95 1/2

May 1911 95 1/2 95 1/2

Corn.

Sept. 1910 55 1/2 55 1/2

Dec. 1910 55 1/2 55 1/2

May 1911 55 1/2 55 1/2

Oats.

Sept. 1910 34 3/4 34 3/4

Dec. 1910 34 3/4 34 3/4

May 1911 34 3/4 34 3/4

Pork.

Sept. 1910 20.20 19.82 19.82

Jan. 1911 18.50 18.25 18.25

Cash, Corn, 55 1/2.

SPRING FINANCE

HESITATION IN STOCK MARKET YESTERDAY

New York, Sept. 16.—Hesitation and uncertainty were written on the face of the stock market today. The under-lying was heavy and sometimes weak, but at other times there was evidence of resisting power and signs of support which implied a protective influ-ence. The transactions in U. S. Steel were more than double those in any other one security and when dealings in Reading and Southern Pacific were added there was not much left of the rest of the market. The great pre-ponderance of the operations in U. S. Steel and the sympathy of the general mar-ket for early activity in the trade, in fact, occupied much of the attention of those dealing in stocks. The hopeful spirit of the remarks of Chairman Gary of the board of direct-ors upon his return from abroad was penetrated by the scrutinizing to the reservations contained in the forecast. The weight attached by Judge Gary to politics as a restraint on business activity did not induce an inference of hopes of early activity in the trade. It was perceived, also, that the chair-man dwelt on the accumulation of old orders as the source of any prosperous activity at the present time and a casual reference to "only half our capacity per day in new orders" was seized upon for unfavorable deduc-tions. There was very insistent talk, also, of an open cut in prices of steel products in contemplation. The ab-sence of official information on the subject weighed on the market. The preliminary estimates of the week's currency movement were interesting as indicating a balance of receipts over shipments of currency by effect press from the interior. The loss of cash on sub-treasury operations of \$6,053,000 seems to be thus reduced to a little over \$5,000,000.

MONTREAL STOCK EXCHANGE

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

Miscellaneous.

Can. Pac. Rail. 18 3/4

Can. Convert. 38 3/4

Cement Pfd. 20 1/2

Cement Pfd. 85 1/2

Can. Rub. Com. 93

Crown Reserve. 283 2/3

Detroit United. 50 48 1/2

Dom. Tex. Com. 63 1/2

Dom. Coal Pfd. 106

Dom. Steel Corp. 63 1/2

Dom. I. and S. Pfd. 102 1/2

Illinois Trac. Pfd. 90

Lake Woods Com. 130

St. Paul SS Marie. 132

Mexican. 145

Rio Com. 98 1/2

Mont. H. and P. 144

Mackay Pfd. 76 3/4

N. S. Q. and C. Com. 84 1/2

New Que. Com. 44 3/4

Ogilvie Com. 129 1/2

Rich. and Ont. Nav. 89 1/2

Tor. St. Rail. 121

Twin City Rtd. Trst. 108 1/2

Banks.

Commerce. 201

Eastern Townships. 162

Hochelaga. 143 1/2

Montreal. 252

Molson's. 207 1/2

Quebec. 123

Royal. 239 1/2

Union of Canada. 144

New Brunswick. 275

CLOSING STOCK LETTER.

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

New York, Sept. 16.—There was no

increase of outside interest in the

stock market and notwithstanding

the steel industry is such a policy

were inaugurated to stimulate new

business. The market is still in the

zone of political influence and the

word has gone out that the big in-

terests will not countenance any sus-

tained advance until the fall election

prospect has become clearer defined.

The nomination of Woodrow for Gov-

ernor by New Jersey Democrats is

favorably commented upon as evi-

dencing the party leaders seem in-

clined to select good men with views

directly antithetical to those recently

enunciated by Mr. Roosevelt. The

prospect favors a comparatively nar-

row trading market with few oppor-

tunities for speculative profits both

ways.

LAIDLAW & CO.

By direct private wires to J. C. Mac-

kintosh & Co.

New York, Sept. 16.—Miss Gilles' re-

port estimating the condition of the

crop as a whole at 88 p. c. as com-

pared with 73.1 two weeks ago caused

further urgent short covering in the

cotton market today and a conse-

quent further advance of about 16

points. The short interest which in-

cludes a number of spot houses who

relied upon an early and liberal

movement of the new crop, has been

confounded apparently by the falling

off of receipts at important centers

and the decrease in the local cer-

tified stock to 44,000 bales as com-

pared with 110,000 last year. Reports

of worm damage in Oklahoma and

some parts of Texas, following the

injury reported as a result of the re-

cent tropical storm have also con-

tributed to the general uneasiness

amongst the bears. At the moment

the attempt of the bull interests to

carry the corner into Sept. and Oct.

seems likely to be successful.

JUDSON & CO.

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.)

Shares	Sold	Previous	High	Low	Close
Am. Copper	14300	62 1/2	63 1/2	62 1/2	63 1/2
Am. Lead	1700	27	27 1/2	26 1/2	27
Am. Car and Fwy.	500	46 1/2	46 1/2	45 1/2	46
Am. Cotton Oil	500	62 1/2	62 1/2	61 1/2	62
Am. Loco.	36	36	36	35 1/2	36
Am. Sm. and Ref.	16600	64 1/2	65 1/2	64 1/2	65 1/2
Am. Sugar	100	117	117	117	117
Am. Van. and Tola.	134 1/2	135	134 1/2	133 1/2	135
Am. Steel Fdys.	500	38 1/2	38 1/2	37 1/2	38 1/2
Am. Copper	500	38 1/2	38 1/2	37 1/2	38 1/2
Atchafalca	4600	98 1/2	97 1/2	96 1/2	97
Balt. and Ohio	2000	103 1/2	104	103 1/2	104
B. R. T.	1900	74 1/2	75 1/2	74 1/2	75
Can. Pac. Rail.	200	188 1/2	188 1/2	187 1/2	188 1/2
Ches. and Ohio	3200	73 1/2	74 1/2	73 1/2	74 1/2
Chic. and St. Paul	2600	119 1/2	119 1/2	119 1/2	119 1/2
Chic. and N. West	300	144 1/2	144 1/2	144 1/2	144 1/2
Col. Fuel and Iron	30	30	30	30	30
Con. Gas	100	123 1/2	123 1/2	123 1/2	123 1/2
Del. and Hudson	100	160	162 1/2	162 1/2	162 1/2
Denver and R. G.	200	30 1/2	30	30	30
Erle	500	25 1/2	25 1/2	25	25
General Electric	200	142 1/2	142 1/2	142 1/2	142 1/2
Gr. Nor. Pfd.	800	123 1/2	123 1/2	123 1/2	123 1/2
Int. Met.	1600	19 1/2	20 1/2	19 1/2	20 1/2
Louis. and Nash.	143	20 1/2	20 1/2	20 1/2	20 1/2
Nevada	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
Kansas City So.	100	28 1/2	28 1/2	28 1/2	28 1/2
Miss. Pacific	1800	51 1/2	51 1/2	50 1/2	51 1/2
N. Y. Central	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
Nor. Pac.	6900	112 1/2	112 1/2	111 1/2	112 1/2
Nor. and West.	300	97	97	97	97
Penn.	3900	128 1/2	128 1/2	127 1/2	128 1/2
Pac. Mail	28	28	28	28	28
Reading	63000	139 1/2	140 1/2	139 1/2	140
Rep. Ir. and Steel	400	30 1/2	30 1/2	30 1/2	30 1/2
Rock Island	2300	30 1/2	31	30 1/2	30 1/2
Sloss-Sheffield	400	55	55	55	55
Southern Pac.	9800	112 1/2	112 1/2	111 1/2	112 1/2
So.	132	132	132	132	132
Un. Pacific	46000	163 1/2	164 1/2	163 1/2	164 1/2
U. S. Rubber	100	67 1/2	67 1/2	67 1/2	67 1/2
U. S. Steel	136100	67 1/2	67 1/2	66 1/2	67 1/2
U. S. Steel Pfd.	300	116 1/2	116 1/2	115 1/2	116 1/2
Val. Copper	46	45 1/2	45 1/2	45 1/2	45 1/2
Wabash Pfd.	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2
Virginia Chem.	57	57	57	57	57

Mercantile Marine

Daily Almanac.

Saturday, September 17, 1910.

Sun rises 6.10 a. m.

Sun sets 6.27 p. m.

High water 10.20 a. m.

High water 10.36 p. m.

Low water 4.00 a. m.

Low water 4.22 p. m.

Atlantic Standard Time.

PORT OF ST. JOHN.

Arrived, Sept. 16.

Stmr. Bangor 2202, Brown, from

Carteret, N. J., via New York, Robert

Reford & Co., bal.

Schr.