

The Royalty Derby

For Men Who Know Embodies Fit, Style and Workmanship.

Price \$2.50

F. S. THOMAS
Fashionable Hatter
350 Main Street

FINANCIAL and COMMERCIAL

(Furnished by D. C. Clinch, Banker and Broker.)

NEW YORK FINANCIAL BUREAU.

Bullish several operations are likely in the stock market again today. Railroads still appear more prominent. The speculative momentum may carry prices higher than justified now. We think the general anticipation of a reaction during the last few days has had the paradoxical effect of postponing the same. Signs multiply, however, that the market is approaching a set-back. The protection of the stop order in buying on the reaction therefore is not to be despised. When the raid comes it will be sudden and unexpected. According to precedent it should develop any time this week. The elimination of a great deal of manipulation in the stock market yet at the same time outside buying is increasing, and of course the work of the market is being done. There is a great deal of manipulation in the stock market yet at the same time outside buying is increasing, and of course the work of the market is being done. There is a great deal of manipulation in the stock market yet at the same time outside buying is increasing, and of course the work of the market is being done.

SUMMARY.

Americans in London steady with some strength in Reading. Gov. Hughes will stop gambling at Saratoga.

American fleet, cordially received on New Zealand.

Gov. Comer may call out troops to repress strikers in Ala.

Modification of the Sherman law to be made basis of the freight rate fight in congress this winter.

Bank of Germany gains cash in the week exhibit.

Banks of New York will appeal to congress to modify alienland currency law.

Can. Pac. Ry.'s gross earnings exceed \$7-million last year.

Public service commission may act today on plan to force a resumption of transfer in city lines.

Union Bank of Brooklyn will reopen next Monday.

New York City's debt limit to be made subject of inquiry by commissions.

20 active railroads advanced 1.11 per cent.

Earnings, Wabash, first week Dec. \$47,250.

Can. Pac. first week Aug. Dec. \$95,000.

Texas Pac. first week Aug. Dec. \$42,148.

N. Y. STOCK MARKET.

Tuesday, August 11, 1908.

New York Stock Exchange, Chicago Market Report and New York Cotton Market.

Furnished by D. C. Clinch, Banker and Broker.

NEW YORK STOCK QUOTATIONS.

Yesterday's Closing. Opening. Noon.

Amalg. Copper 48 1/2 48 1/2 48 1/2

Anaconda 48 1/2 48 1/2 48 1/2

Am. Sugar 48 1/2 48 1/2 48 1/2

Am. Smelt. & Ref. 48 1/2 48 1/2 48 1/2

Am. Steel 48 1/2 48 1/2 48 1/2

Am. Locomotive 48 1/2 48 1/2 48 1/2

Brook. R.R. 48 1/2 48 1/2 48 1/2

Chas. & Co. 48 1/2 48 1/2 48 1/2

Consolidated Gas 48 1/2 48 1/2 48 1/2

Coke & Iron 48 1/2 48 1/2 48 1/2

Ill. Cent. 48 1/2 48 1/2 48 1/2

Ill. Steel 48 1/2 48 1/2 48 1/2

Lehigh & N.Y. 48 1/2 48 1/2 48 1/2

Nat. Steel 48 1/2 48 1/2 48 1/2

Northern Ry. 48 1/2 48 1/2 48 1/2

Pac. Coast 48 1/2 48 1/2 48 1/2

Union Pacific 48 1/2 48 1/2 48 1/2

U. S. Steel 48 1/2 48 1/2 48 1/2

V. S. Steel 48 1/2 48 1/2 48 1/2

Wabash 48 1/2 48 1/2 48 1/2

Total sales in New York yesterday, \$12,500,000.

CHICAGO MARKET REPORT.

Sept. wheat 32 1/2 32 1/2 32 1/2

Dec. wheat 32 1/2 32 1/2 32 1/2

Dec. wheat 32 1/2 32 1/2 32 1/2

MONTREAL QUOTATIONS.

Yesterday's Closing. Opening. Noon.

C. P. R. 117 1/2 117 1/2 117 1/2

Montreal Power 117 1/2 117 1/2 117 1/2

Detroit United 117 1/2 117 1/2 117 1/2

Ill. Cent. 117 1/2 117 1/2 117 1/2

Toronto St. 117 1/2 117 1/2 117 1/2

October 117 1/2 117 1/2 117 1/2

December 117 1/2 117 1/2 117 1/2

January 117 1/2 117 1/2 117 1/2

March 117 1/2 117 1/2 117 1/2

STERLING EXCHANGE.

Cable, 48.60 a 50; demand, 48.60 a 50; 60 days, 48.60 a 50.

ITEMS OF INTEREST.

The beauty of Ugar's Laundry Work is not all on the outside. It goes right through. Tel. 58.

The right kind of people always appreciate good work. Fall in line with the rest of the right kind and have your up-bolstering and repairing done by Sinclair, 77 Princess.

Economical parents who look ahead, do well by fitting out their boys with school clothes now at C. B. Pidgeon's, corner Main and Edge streets; finest and most durable piece and three-piece suits at great price savings.

NEW FALL SUITS

Ready Tailored

New Fall Suits are being put into our clothing cabinets as rapidly as possible. Particularly choice patterns at \$12.50, 15.00 and 16.00. Last season's suits are marked at great Reductions. In some cases they have too many, especially 36, 37 and 38. These are reduced one-third and one-half. Prices now \$6.00 to 15.00, were \$12.00 to 22.00. A few Outing Suits remain that were \$12.00 to 18.00 earlier in the season—your choice now for \$5.00. Outing Trousers reduced 20 per cent, now \$2.00 to \$3.60.

GILMOUR'S

68 KING ST. Clothing and Tailoring.

AMERICANS AND JAPS BATTLING FOR BIG MANCHURIAN TRADE

While the interest of most people in Manchuria and the situation there as regards Russia, Japan and China ended by the time the battlefields were cleared of their dead and dying, students of trade and of national development realize now if never before that the shot and shell were only the preliminaries of the important struggle of the nations as to whom shall obtain the business of this vast territory which seems with thriving cities and rapidly increasing population. The factors which make or unmake trade success in foreign business are about the same in every day. The victors are entrance to the country, transportation and the actual sale of commodities. Foreign goods go up to a ship while back passed into Manchuria almost entirely through New Chung, a port that years ago monopolized the foreign business of interior Manchuria.

Many new railway lines, however, have been constructed in Manchuria and the following natural lines of transportation the province is the most accessible part of all China, in so far as ability to deliver merchandise to buyers is concerned. Besides, no other part of the empire has so many trade ports and in no other province has the foreign come so frequently in contact with the natives or overcome their prejudices so much. Thus it is in Manchuria that the problem of obtaining shares of the vast future foreign trade with China must be worked out.

Japan realizes this fact intensely. With every ounce of vitality and every pound of force, civil, military and commercial that she can bring to bear, Japan is fighting desperately for paramount trade connection with Manchuria. She considers this equal to having obtained a big indemnity from Russia. By means of railroad routes showing big favors to Japanese shipping house Japanese goods are being placed in Manchuria at much cheaper rates. Moreover, by railroad manipulation Japan is buying up American-made merchandise and laying it down in Manchurian cities cheaper than American exporters can send their own goods straight through to the same cities in Manchuria.

Japan now owns and operates two railroads running into this province—the South Manchurian Railway, which runs from Port Arthur and Dairen to Kwang-chow, with an important spur that runs off to the port of New Chung, and the Antung-Mukden Railroad which connects by a ferry service with the Japanese-owned railroads in Korea. This ferry service will shortly be superseded by a bridge which is now being constructed. The Japanese press are very open in their expression of opinion in this battle for Japan commercial dominion in Manchuria. They admit in their newspapers that China must not be allowed to build new railways that will take away Japan's advantage in the matter of freight rates from the Pacific Coast into the interior cities of Manchuria.

When the American business men begin to really understand that this fertile province, which largely resembles the Dakota and Nevada in its natural resources, has an area of nearly 400,000 square miles, capable of supporting a population of a hundred million of people of the commercial state for which Japan fought Russia and is now fighting the merchants of the rest of the world can be appreciated.

Carrying Japanese goods free to Manchuria has greatly stimulated the business. Since the war the trade of the United States with Manchuria has fallen off, while that of Japan has gone up sharply. Secretary Root has repeatedly been forced to bang away at the Japanese Foreign Office in an endeavor to make the Japanese stop their questionable methods of beating off American business rivals.

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SHIPPING

MINIATURE ALMANAC.

| 1908. | Sun. | Tide. |
|-----------|--------|------------|
| August. | Rises. | High. Low. |
| 10 Mon. | 5.58 | 7.12 4.41 |
| 11 Tues. | 5.28 | 7.39 4.41 |
| 12 Wed. | 5.02 | 7.58 4.45 |
| 13 Thurs. | 4.31 | 7.28 4.50 |
| 14 Fri. | 4.02 | 7.25 4.53 |
| 15 Sat. | 3.35 | 7.14 4.52 |

The time used is Atlantic Standard.

VESSELS BOUND TO ST. JOHN.

Steamers.

Micmac, sid Manchester via West Bay.

St. John City, sid London, July 30.

Ship.

Merioneth, chartered.

Bark.

C. B. Whidden, sid Mobile, Aug. 4.

ARRIVED TO-DAY.

Stmr. Calvin Austin, 2,853, Pike, from Boston via Maine ports.

Stmr. Louisville, 1,182, Gould, from Sydney via W. F. Starr, coal, and sid to return.

Stmr. Nettie Shipman (Am.), 258, Barton, from New York, master, 546 tons hard coal, for R. P. W. Starr.

Stmr. Chesapeake, 1,182, Gould, from Philadelphia, George E. Holder, with 625 tons coal for R. P. W. Starr.

Stmr. F. & E. Grant, 51, Melvin, from Boston via New York, master, 546 tons hard coal, for R. P. W. Starr.

Stmr. Nettie Shipman, 2,700, Potter, from New York, master, 546 tons hard coal, for R. P. W. Starr.

ARRIVED YESTERDAY.

United States wrecking strmr. Androsoph, Carleton, from Eastport.

CLEARED TO-DAY.

Stmr. Manchester, 2,136, Stett, for Manchester via Philadelphia, Wm. Thomson & Co., general cargo.

Stmr. Louisville, 1,182, Gould, from Sydney via W. F. Starr, coal, and sid to return.

Stmr. Nettie Shipman (Am.), 258, Barton, from New York, master, 546 tons hard coal, for R. P. W. Starr.

Stmr. Chesapeake, 1,182, Gould, from Philadelphia, George E. Holder, with 625 tons coal for R. P. W. Starr.

Stmr. F. & E. Grant, 51, Melvin, from Boston via New York, master, 546 tons hard coal, for R. P. W. Starr.

Stmr. Nettie Shipman, 2,700, Potter, from New York, master, 546 tons hard coal, for R. P. W. Starr.

SAILED TO-DAY.

Stmr. Dahome, 1,182, Gould, for Bermuda via Halifax.

Stmr. Dahome, 1,182, Gould, for Halifax and West Indies.

DOMINION PORTS.

Charlottetown, P. E. I., Aug. 4—Cld. schr. Wanda, Altkinson, Chatham.

Quebec, Aug. 4—Arr. strmr. Dominion, Liverpool; Laka Manitoba, Liverpool; Tashman, Chatham; Moore, Dublin; Montrose, London; Cervona, London; Catalina, Sydney; Chatham, Chatham.

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