

The Safest Form of Investment
Province Nova Scotia
4 p. c. Bonds
Particulars on Application.
Eastern Securities Co. Ltd.
INVESTMENT BANKERS.
W. F. MAHON, Managing Director.
92 Prince William Street.
Phone 2058. St. John, N. B.

EASTERN S.S. CO.

Reliable and Popular Route
BETWEEN
ST. JOHN AND BOSTON

Fares:
St. John to Boston \$3.50
St. John to Portland 3.00
State Rooms 1.00
Commencing December 1st.

Steel Steamship CALVIN AUSTIN. Complete Wireless Telegraph Equipment.
Leave St. John Thursdays at 9.00 a. m., for Eastport, Lubec, Portland and Boston.
Returning, leave Union Wharf, Boston at 9.00 a. m., and Portland at 5.00 p. m. for Lubec, Eastport and St. John. City Ticket Office: 47 King Street.
L. R. THOMPSON, T. F. and P. A.
W. M. G. LEE, Agent, St. John, N. B.

FICKERD & BLACK LINE

ST. JOHN, N. B. to DEMARARA.

S. S. Ororo sails Jan. 28 for Bermuda, Montserrat, St. Lucia, St. Vincent, Barbados, Trinidad, Demarara.
S. S. Luristan sails Feb. 9 for Bermuda, St. Kitts, Antigua, Demarara, Barbados, Trinidad, Demarara.
S. S. Ororo sails Feb. 21 for Bermuda, Montserrat, St. Lucia, St. Vincent, Barbados, Trinidad, Demarara.
S. S. Ororo sails Feb. 28 for Bermuda, Montserrat, St. Lucia, St. Vincent, Barbados, Trinidad, Demarara.
For passage and freight apply WILLIAM THOMSON & CO. Agents, St. John, N. B.

MANCHESTER LINERS

From Manchester to St. John
Jan. 15. Man. Shipper. Jan. 28
Jan. 20. Man. Shipper. Feb. 11
Jan. 25. Man. Shipper. Feb. 18
Feb. 4. Man. Shipper. Mar. 11
Feb. 14. Man. Shipper. Mar. 18
Feb. 21. Man. Shipper. Mar. 25
And weekly from Manchester thereafter.
Steamers take cargo for Philadelphia only.
WILLIAM THOMSON & CO., Agents, St. John, N. B.

HAVANA DIRECT

Steamer February 15.
Steamer March 15.
And Monthly Thereafter.
WILLIAM THOMSON & CO., Agents, St. John, N. B.

Furness Line

From London to St. John
Jan. 6—Shenandoah. Jan. 21
Jan. 17—Rappahannock. Feb. 4
Jan. 31—Kanawha. Feb. 18
Feb. 14—Shenandoah. Mar. 4
Feb. 28—Rappahannock. Mar. 18
And fortnightly thereafter, dates subject to change.
Steamers have accommodation for a limited number of saloon passengers.
WM. THOMSON & CO.

—THE— International Railway

Now Open For Traffic
Uniting CAMPBELLTON, at head of navigation on the St. John River, with the ST. JOHN RIVER VALLEY at ST. LEONARDS. At St. Leonards, connection is made with the CANADIAN PACIFIC RAILWAY for EDMUNDSTON and points on the TEMISCOUATA RAILWAY, also for GRAND FALLS, ANDOVER, PERTH, WOODSTOCK, FREDERICTON, ST. JOHN, and WESTERN POINTS. Affording the shortest and cheapest route for FISH, LUMBER, SHINGLES, and FARM PRODUCTS, from BAIE CHALEURS and R. S. TIGOU to the EASTERN STATES. At CAMPBELLTON connection is made with trains of the INTERCOLONIAL RAILWAY. An Express train, with superior accommodation for passengers, is now being operated daily, each way, between CAMPBELLTON and ST. LEONARDS, and, in addition to the ordinary freight trains, there is also a regular accommodation train carrying passengers and freight, running each way on alternate days.
The International Railway Company of New Brunswick
January 3, 1911.

CANADIAN PACIFIC

St. John to Montreal
WEEK DAYS
AND
SUNDAYS
W. B. HOWARD, D.P.A., C.P.R., ST. JOHN, N. B.

SHIPPING FINANCE

PRODUCE PRICES IN CANADIAN CENTRES

Montreal, Jan. 25.—HAY—Prices are steady, owing to the small supplies of the top grades. No. 1 choice hay at \$11.50 to \$12; extra No. 2 hay, \$10.50 to \$11; ordinary No. 2 hay, \$9 to \$9.50; clover, mixed, \$7.50 to \$8; clover hay, \$6.50 to \$7, car lots.
OATS—Canadian, western, No. 2, 40½ to 41 cents; car lots, extra No. 1 feed, 39½ to 40 cents; No. 3 CW, 38 to 39½ cents; No. 2 local white, 38½ to 39½ cents; No. 3 local white, 37½ to 38½ cents; No. 4 local white, 36½ to 37½ cents.
FLOUR—Manitoba spring wheat patents, firsts, \$5.00; seconds, \$4.10; winter, \$4.75 to \$5; strong bakers, \$4.90; straight rollers, \$4.35 to \$4.50.
FEED—Barley, car lots, extra, 49 to 50 cents; corn, American, No. 3 yellow, 57 to 57½ cents.
MILFEED—Bar, Ontario, \$20 to \$21; Manitoba \$20; middlings, Ontario, \$22.50 to \$23; shorts Manitoba, \$22; moultie, \$25 to \$30.
EGGS—Selected 3½ cents; fresh, 3½ cents; No. 1 stock 26 cents; No. 2, 22 to 24 cents.
CHEESE—Western 11½ to 12½ cents; eastern, 11¼ to 11½ cents.
BUTTER—Choice, 25½ to 25½ cents; seconds, 23½ to 24½ cents.

MEETING OF BANK OF N. S.

Halifax, Jan. 25.—The annual meeting of the shareholders of the Bank of Nova Scotia was held this morning. The president referred to the changes in the directorate during the year, and called on General Manager Richardson for a report. It was shown that deposits of the bank had increased over five millions of dollars, and in general there had been a large increase in every part of the bank's business. The president urged payment of larger dividends in view of the increased earnings. It was the opinion these would come in due course.

CHICAGO GRAIN AND PRODUCE MARKETS.

By Direct Private Wires to J. C. Mackintosh and Co.

Range of Prices.			
	High.	Low.	Close.
Wheat			
May	99	98½	98½
July	99½	99	99
Sept.	99½	99	99
Corn			
May	50½	50½	50½
July	51½	51½	51½
Sept.	52½	52½	52½
Oats			
May	24½	24½	24½
July	24½	24½	24½
Sept.	25½	25½	25½
Pork			
Jan.	20.95		
May	18.45	18.17	18.35
July			17.80
Cash—Corn	46.38		

London Guarantee & Accident Co., Ltd.

Invested assets exceed.....\$3,930,400
Reserve Fund.....\$2,581,075
Government Deposits.....\$175,000
The above company writes the following lines of insurance:

Accident Sickness Contract Insurance Burglary Employers Liability Contract Insurance Guarantee Bonos Policies all on most modern plans, and rates low.

Chas. A. Macdonald, Pro. Mgr.
49 Canterbury St., St. John, N. B.

Ideal Vacation

—AT—

Low Cost \$70 - \$95

by first class steamers "BORNU" and "SOKOTO" of Elder, Dempster Line, to NASSAU, HAVANA, MEXICO.

Round trip about 40 days in Tropical Weather. Next sailings from Halifax about February 6th and from St. John February 4th.

For further information apply to

WM. THOMSON & CO., 22 King St.

Dominion Atlantic Ry.

S. S. Yarmouth 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., Sunday's excepted.
A. C. CURRIE, Agent.

THE SHORT ROUTE FROM HALIFAX

AND ALL POINTS IN THE Maritime Provinces TO MONTREAL AND WEST.

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.)

Amalg. Copper	12600	64½	64½	63½	63½
Am. Best Sugar	200	41½	41	40½	40½
Am. Car and Fdry.	500	54½	54½	53½	53½
Am. Steel Foundries	46				
Am. Cotton Oil	500	40½	40½	40½	40½
Am. Locomotive	100	78	78	77½	77½
Am. Sm. and Ref.	7300	78	78	77½	77½
Am. Copper	500	39½	39	39	39
Am. Sugar	100	115½	115½	115½	115½
Am. Tea and Coffee	100	144½	143½	143½	143½
Atchafalpa	4600	104	104½	103½	104½
Balt. and Ohio	400	106½	107	106½	106½
B. R. T.	1400	76½	77½	76½	76½
Can. Pac. Rail.	100	207½	208½	207½	207½
Ches. and Ohio	2100	82½	82½	82½	82½
Chi. and St. Paul	3500	127½	128½	127½	127½
Col. Fuel and Iron	1400	35½	35½	34½	34½
Con. Gas	3700	142½	142½	141½	141½
Gen. Electric	600	152	151½	151½	151½
Gr. Nor. Pac.	400	126½	126½	126½	126½
Gr. Nor. Ore.	300	59½	59½	59½	59½
Illinois Central	100	136	136	136	136
Int. Merc.	600	19½	19½	19½	19½
Louis. and N. A.	200	144½	142½	142½	142½
Nevada Con.	100	18½	18½	18½	18½
Nor. Pac.	300	119½	119½	118½	118½
Nor. and West.	600	105½	105½	105½	105½
Pac. Mail	1000	25½	25½	25½	25½
Penn.	350	127½	127½	126½	127½
People's Gas	100	107			
Pr. Steel Car	100	33½	33½	33½	33½
St. Paul and Nor.	800	52½	52½	52½	52½
Reading	400	159½	159½	159½	159½
Rep. Iron and Steel	400	32½	32½	32½	32½
S. S. Ry.	2000	31½	31½	31½	31½
Sloss-Sheffield	400	115½	115½	115½	115½
Southern Ry.	400	115½	115½	115½	115½
Southern Ry.	2300	27½	28½	27½	27½
U. S. Steel	600	46	45½	45½	45½
U. S. Steel	29600	174½	174	174½	174½
U. S. Steel	100	37½			
U. S. Steel	14500	73	72½	72½	72½
U. S. Steel	2300	115½	119	115½	115½
U. S. Steel	1300	64½	64½	64½	64½
U. S. Steel	600	75½	75	75	75
Total Sales	441,500				

Mercantile Marine

DAILY ALMANAC.

Thursday, Jan. 26, 1911.
Sun rises..... 7.16 a. m.
Sun sets..... 5.16 p. m.
High water..... 8.59 a. m.
Low water..... 3.15 p. m.
Atlantic standard time.

PORT OF ST. JOHN.

Arrived Jan. 25.
Str Mount Temple, 661, Moore from London and Antwerp, C. P. R. Co. pass and mds.
Schr Saline E. Ludlam, (Am) 199, Ward, from Ber Harbor, Me, D J Purdy, ballast.
Coastwise—Str Centerville, 32, Graham, Sandy Cove and ed.
Sailed Jan. 25.
Str Leucadia, 1949, Hilton, for Havana, Cuba.
Schr Ronald, 286, Wagner, for Santa Cruz, Tenerife (not previously.)

Foreign Ports.

Santos, Jan 25—Arrived—Str Cheronea, Hatfield from Rio Janeiro.
Havre, Jan 21—Sailed—Str Sardinian, for St. John.
Arrived 24th—Str Pomeranian, St. John.
Philadelphia, Jan 24—Arrived—Str Manchester, Commey, St. John.
Delaware Breakwater, Jan 24—Sailed—Str Kathinka, Sydney C.B.
Pernambuco, Jan 24—Sailed—Str Eretia, Purdy, for La Plata and Rosario.
New York, N. Y., Jan 23—Arrived—Schr Gypsum Emperor, Cattam, from Botwoodville, Nfld, with lumber, leaking.
City Island, Jan 23—Bound south—Schr Wanola, from Halifax for New York.
Callao, Jan 21—Sailed—Bark Owee, Burchell, for Portland, O.
Key West, Jan 23—Arrived—Schr Beatrice from Abaco (keel damaged).
Port Reading, N.J., Jan 23—Cleared—Schr Kenneth C. Tower, for Dartmouth N.S.

Recent Charted.

The Br str Coaling, 2875 tons has been chartered to lead a general cargo at Rangon for Montreal at 26s 9d March loading.

Reports and Disasters.

Key West, Jan 23—Schr Beatrice, arrived here leaking with keel split. Landed at St. John, N. B. on Jan 24. On Jan 23—Br brig Grace from Oporto for St. John's, N. B., has put into Barbados with rigging very much damaged and bulwarks stanchions and rails gone.

Notice to Mariners.

Portland, Me., Jan 23—Seacoast of Maine—Roaring Bull Ledge gas and whistling buoy, FORK, reported extinguished.
Old Man Ledge gas and whistling buoy, 2 OM, reported extinguished.
Old Man Ledge gas and whistling buoy, 2 OM, reported extinguished.

Statistics have been compiled by William Lewis, of London, which show that the total number of iron and steel sailing vessels of over 1000 tons registered owned by various European owners is 192, with a total registered tonnage of 1,737,657 tons. Their distribution in October, 1910 is as follows:

No. of Vessels	Tons Owners
271 British	500,663 78
171 French	349,169 24
150 German	302,965 33
254 Norwegian	269,062 110
102 Italian	149,337 63
41 Other European	6,780 22
Total	1,739,657

The average size of all the ships enumerated above is 1,753 tons, distributed as follows: British, 1,847 tons; French, 2,046 tons; German, 2,019 tons; Norwegian, 1,452 tons; Italian, 1,461 tons; other European, 1,549 tons.

The distribution as regards age shows that of the British total are between 1 and 10 years old, 19 more under 15 years, 123 more under 20 years, 71 more under 25, 32 more under 30, and 8 over 25 years of age; 107, 10 years old and under, 45 more under 15 years, 7 more under 20 years, 6 more under 25 and six others over that age; German, 22, 10 years and under, 15 more under 15 years, 13 more under 20 years, 11 under 25 years, 74 more under 30 years, 45 more under 25 years, 107, 10 years old and under, 45 more under 15 years, 7 more under 20 years, 6 more under 25 and six others over that age; Italian, 10 or 10 years or

LONDON AFTER RAILROADS IN U.S.

New York, Jan. 25.—Expectations of improvement in the position of the stock market today as a result of yesterday's successful flotation of the city's huge bond issue were not realized. The outcome of the sale was the subject of much discussion and no little difference of opinion in banking circles, some financiers taking the ground that the prices fetched were none too generous in view of the high character of security offered. It also developed that foreign bids were in many instances well below those of local institutions. Trading in the bond issue was again the feature of the bond market quotations well below the previous day's high figures.

Trading in stocks began at a level slightly above last night's close, but the improvement was of short duration. Following a series of fractional advances and recessions trading became extremely dull, and continued on a nominal basis during the remainder of the day with prices little above the lowest. The selling movement was extended in the last hours of the session, and the market closed with prices eased off to a point which showed considerable improvement on the day. Norfolk and Western which was heavy all day, broke two points in the late session when it became known that the directors at their meeting in Philadelphia had taken no action to increase the dividend the general list declined in sympathy.

United States Steel showed some disposition to advance in the initial trading, but later was sold heavily. Much of the pressure was attributed to Pittsburgh sources where some of the commission houses reported increased business. The weekly review of the steel and iron trade reflected further betterment, although the reported improvement was not regarded as of sufficient wide proportions to justify extensions of early material changes.

There was some conjecture concerning the statement of earnings of the last quarter of 1910 to be issued by the U. S. Steel Corporation next Tuesday. Conservative opinion leads to the belief that the earnings will be well below the \$37,365,000 reported in the previous quarter.

The Harriman issues and Reading were again under pressure, rumor attributing selling of the latter to Philadelphia sources. It is understood, although technically denied, that foreign financing for American roads, probably including Southern Pacific and New York Central, is under consideration. A report of 20,000 shares here, chiefly U. S. Steel, American issues were firm in London as a result of bear covering, and a slight advance in the weekly statement of the Imperial Bank of Germany were the large reduction in loans and discounts, which aggregated over \$30,000,000 and a gain of over \$2,000,000 in cash.

Foreign exchange maintained its recent firmness with an increased demand for cables to meet the impending settlement at London. The statement of the Atchafalpa Railroad was received with considerable satisfaction as it showed an increase of \$950,000 in net income.

Bonds were irregular. Total sales, par value, \$6,948,000. U. S. government 4's registered an advance of ¼ on call.

MONTREAL

Morning Sales.

Asbestos, 25 @ 10 1/2.
Bell Telephone, 25 @ 144 1/4, 2 @ 145.
Canadian Pacific Railway, 75 @ 208 1/2, 25 @ 207 3/4, 50 @ 207 3/4.
Canadian Converters, 125 @ 42, 430 @ 43 1/2, 200 @ 44, 25 @ 44 3/4, 75 @ 45, 25 @ 45 1/4, 25 @ 45 1/4, 100 @ 45 3/4, 45 @ 45.
Cement, 100 @ 21 3/4.
Cement Pfd., 25 @ 86 3/4, 25 @ 86 1/2, 100 @ 86 3/4, 50 @ 87 1/2, 50 @ 86 3/4.

under, 21 more under 20, 15 more under 25, 22 more under 30 and 34 over that age.

VESSELS BOUND TO ST. JOHN.

Kastalia from Glasgow Jan. 14.
Manchester Commey from Manchester Jan. 14.
Rappahannock from London Jan. 18.
Motocraft, from London, Jan. 19.
Manchester Engineer, from Manchester, Jan. 20.
Corican, from Liverpool, Jan. 20.
Saturnia from Glasgow, Jan. 21.
Invertry, from Shields, Jan. 21.
Sardinian, from Havre, Jan. 21.
Bornu from Newport News, Jan. 23.

LIST OF VESSELS IN PORT.

In Commission.

A number of schooners are in port laid up for the winter months.

Steamers.

Bray Head, 1954, Wm Thomson and Co.
Coaling, 2374, J. H. Scammell and Co.
Hesperian, 6161, Wm Thomson and Co.
Manchester Spinner, 2760, Wm Thomson and Co.
Oruro, 1249, Wm Thomson and Co.

Barks.

Hector, 491, A. W. Adams.
Harley Miller, 246, A. W. Adams.
Harold J. McCarthy, 251, J. W. Smith.
Nettle Shipman, 287, A. W. Adams.
Orozimbo, 121, A. W. Adams.
Peter C. Schulte, 378, A. W. Adams.
Peerless, 278, R. C. Elkin.
R. Bowers, 273, R. C. Elkin.
Ray, 124, P. McIntyre.
W. Cooper, 156, A. W. Adams.
W. H. and W. L. Tuck, 395, J. A. Gregory.
W. S. M. Bentley, 364, J. W. Smith.

We own and offer \$10,000 Consolidated First Mortgage 5 p. c. Sinking Fund Bonds of the SHERBROOKE RAILWAY & POWER CO.

(Incorporated under the laws of the Province of Quebec.)
Due July 1, 1940. Interest payable at par at any branch of the Eastern Townships Bank and at the Bank of Scotland, London, England.
Interest payable January 1st and July 1st. Redeemable as a whole at 105 and interest on any interest date after July 1st, 1916, or annually by Sinking Fund Drawings. Denomination \$1000.
Trustee:—THE MONTREAL TRUST COMPANY.
Price: 95 and Accrued Interest carrying 40 per cent. Stock Bonus. Authorized. CAPITALIZATION. Issued.
\$1,500,000 5 per cent. 30 Year Gold Bonds \$750,000
\$1,500,000 Ordinary Shares \$750,000
THE CITY OF SHERBROOKE.

The City of Sherbrooke, the commercial centre of the Eastern Townships, is in point of size and population the third largest city in the Province of Quebec. It is a manufacturing city and is well situated in the centre of a fine agricultural district. It is the distributing point for the Eastern Townships.

INCORPORATION OF THE COMPANY.
The Sherbrooke Railway & Power Company was incorporated by Act of the Legislature of the Province of Quebec in 1910, succeeding the Sherbrooke Street Railway Company, whose Charter was granted in 1895. Under its Charter and Amendments the Company has the right to operate an electric street railway and sell hydro-electric power in the city of Sherbrooke and throughout the district of St. Francis. This district takes in the counties of Sherbrooke, Stanstead, Wolfe, Compton, Richmond and Megantic.

These bonds are being rapidly taken off the market and after February 1st will be offered with 30 p. c. bonus instead of 40 p. c.

J. C. Mackintosh & Co.
ESTABLISHED 1873. H. H. SMITH, Mgr.
Members Montreal Stock Exchange. Direct Private Wires.
Telephone, Main 2329.
1 Prince Wm. Street, (Chubb's Corner)
HALIFAX, MONTREAL, ST. JOHN.

Over \$2,000,000 in Profits HAS BEEN ALLOTTED IN 1910 TO POLICYHOLDERS BY THE CANADA LIFE

The increase in SURPLUS for 1909 amounted to \$1,200,000, the greatest gain in the Company's history.

The large increase in Surplus each year is the best evidence that Canada Life Policies will continue to be profitable.

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