

**RIGHT READY**  
OUR NEW NOVEMBER BOND LIST  
(Ask for No. 2)  
Bonds are low. One bond, Montreal, shows advance this week 5 points.  
**BOOK YOUR ORDER NOW**  
We can arrange delivery to suit your convenience. Order may be telegraphed at our expense.  
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W. F. MAHON, Managing Dir.  
Successors to W. F. Mahon & Co.  
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**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  
STATEROOMS \$1.00

**STEEL STEAMSHIPS**

Calvin Austin and Governor Dingley  
Complete Wireless Telegraph Equipment.

Coastwise Route—Leave St. John at 9:00 a. m. Mondays, Wednesdays and Fridays for Eastport, Lubec, Portland and Boston.  
Returning, leave Union Wharf, Boston, Mondays, Wednesdays and Fridays, 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. & P. A.  
W. M. G. LEE, Agent, St. John, N. B.

**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. 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.  
MONTREAL STOCK EXCHANGE.

**PICKEORD & BLACK LINE**  
from St. John

S. S. Luristan sails Nov. 5 for Bermuda, St. Kitts, Antigua, Dominica, Barbados, Trinidad, Demerara.  
S. S. Ocampo sails Nov. 17 for Bermuda, Montserrat, St. Lucia, St. Vincent, Barbados, Trinidad, Demerara.  
S. S. Sobu sails Nov. 29 for Bermuda, St. Kitts, Antigua, Dominica, Barbados, Trinidad, Demerara.  
S. S. Oruro sails Dec. 11 for Bermuda, Montserrat, St. Lucia, St. Vincent, Barbados, Trinidad, Demerara.  
For passage and freight apply  
**WILLIAM THOMPSON & CO. Agents.**  
St. John, N. B.

**MANCHESTER LINERS**

From Manchester Nov. 10—Manchester Commerce; from St. John Nov. 26, via Philadelphia.  
From Manchester, Nov. 17—Manchester Trader; from St. John Dec. 5, direct.  
From Manchester, Nov. 24—Manchester Corporation; from St. John Dec. 12, via Philadelphia.  
From Manchester, Dec. 1—Manchester Shipper; from St. John, Dec. 19, direct.  
From Manchester, Dec. 8—Manchester Exchange; from St. John Dec. 26, via Philadelphia.  
And weekly thereafter.  
Steamers marked "direct" proceed direct to Manchester after leaving St. John; other steamers call at Philadelphia after sailing from St. John.  
For rates and space apply  
**WILLIAM THOMPSON & CO., Agents.**  
St. John, N. B.

**ALBERTA FARMS**  
IRRIGATED and NON-IRRIGATED  
If you are contemplating settling in the West we can sell you Alberta farm lands at \$9 per acre and upwards—Small cash payments and balance in ten instalments—"No crops, no pay." Write for literature.

**Investors**  
We can offer those desiring to invest \$200 and upwards an opportunity for a safe and sure investment with good profits and quick returns.  
Write, wire or telephone (at our expense) and Mr. J. C. Stark (now in St. John) will call and see you, furnishing full information.

**James D. Seely,**  
REPRESENTATIVE FOR  
MARITIME PROVINCES.  
Phone Main 52.  
42 Water Street.  
St. John, N. B.  
**CANADIAN PACIFIC RY.**  
COLONIZATION DEPT.  
**FINDLAY & HOWARD, LTD.**  
GENERAL AGENTS  
211 Notre Dame Street,  
West, Montreal.

# SHIPPING FINANCIAL

## LITTLE DOING IN THE STOCK MARKET

New York, N. Y., Oct. 31.—The spirit of the speculation in stocks was inclined to drop today. Unsatisfactory steel trade advices, the money requirements incident to the November settlements and the credits and investment position generally and the near approach of the elections were factors in the action of the market. A later recovery was prompted by the slightness of the rise in call money and by covering of shorts.

The action of the call loan rate did not show excessive strain on stock market resources for the requirements of the November settlements, the rate going no higher than 4 per cent. Relief is afforded, also, by the improvement in the money position in London which is reflected in lower rates for exchange in New York. The private discount rates declined again in London today.

The sale of \$10,000,000 one year Michigan Central notes in Paris, marking the reappearance of short-term obligations of the railroad for lack of ability to place regular bonds, is regarded as systematic. The terms of the transaction are not divulged, but as long ago as Oct. 13, President W. C. Brown, of the New York Central lines asserted publicly before the interstate commerce commission his conviction that it would be necessary for his company to pay 6 per cent. on these notes. Moreover, the amount sought was \$17,500,000 instead of \$10,000,000 now secured.

Statements that the steel trade went through the last week of October at low tide, with new business for the United States steel corporation, at less than 50 per cent. of capacity, had a disturbing influence. Less hope was professed of any influx of orders from the railroad companies before next year.

Reports of shutting down of tinplate mills were an additional factor in the depression of United States steel. The stock absorbed a third of the total dealings in the market and its movement was decisive in showing the general course of prices. It touched last week's low price, but developed resistance at that level and in its recovery carried the whole list with it.

Bonds were steady. Total sales, par value, \$65,000. U. S. bonds were unchanged on call.

**CLOSING STOCK LETTER.**

Furnished by J. C. Mackintosh and Co., direct private wires.

New York, Oct. 31.—The cautionary and even pessimistic character of the week end newspaper comments caused a resumption of bearish operations this morning on a more aggressive scale with the result that the morning session witnessed another sharp reaction through the general list. As prices declined, however, it was evident that the pressure to sell was withdrawn and the professional and the public were left in almost whole charge of the movements. A liberal short covering movement carried many stocks back to about Saturday's final level, but the list as a whole ruled considerably under the average. A very narrow market for inactive stocks developed but happily there was no great pressure of real stocks against them. The Canadian issues were exceptionally strong. Last week's sharp advance in Soo, accompanied by the common and P. & N. shares would be put on an 8 per cent. dividend basis, evidently made the basis of a sharp manipulative movement in Canadian Pacific stock, notwithstanding that these stories did not receive serious attention. The technical position of the market as a whole seems improved and while disposition to buy there was no further news of importance. The advent of detailed crop estimates is at hand. Already three private authorities who have been successful on the average in approaching the size of the yield in years past have issued estimates that are widely different. They range from 11,000,000 to 12,000,000 bushels. It is considered that the top crop, as a whole is a failure, but the bears contend that the spell of favorable weather immediately preceding the recent period of frost, enabled farmers to obtain the best possible results from the first opening. There seems to be considerable cotton for sale on the market, but a remarkable degree of the bullish confidence is reflected in the substantial support which appears on the reactions.

**JUDSON & CO.**

**CLOSING COTTON LETTER.**

Furnished by J. C. Mackintosh and Co., direct private wires.

New York, Oct. 31.—The virtual unanimity of reports from the wheat belt corroborating the government advices of killing frosts, caused a considerable influx of buying orders in today's cotton market, and which prices advanced about \$1 per bale and held most of the gain until the close. Except for reports that spinning interests were showing more disposition to buy there was no further news of importance. The advent of detailed crop estimates is at hand. Already three private authorities who have been successful on the average in approaching the size of the yield in years past have issued estimates that are widely different. They range from 11,000,000 to 12,000,000 bushels. It is considered that the top crop, as a whole is a failure, but the bears contend that the spell of favorable weather immediately preceding the recent period of frost, enabled farmers to obtain the best possible results from the first opening. There seems to be considerable cotton for sale on the market, but a remarkable degree of the bullish confidence is reflected in the substantial support which appears on the reactions.

**JUDSON & CO.**

**NEW YORK COTTON MARKET.**

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

	High.	Low.	Close.	Bid.
Oct. ....	14.81	55	.....	.....
Nov. ....	14.32	20	37	40
Dec. ....	14.46	15	44	45
Jan. ....	14.26	04	24	25
March ..	14.42	15	40	42
April. ....	14.32	29	43	45
May ....	14.49	24	48	49
June ....	14.45	20	44	47
July ....	14.45	20	42	45
8001-14.55				

## 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 .....	69	69 1/4	69 1/4	69 1/4	69 1/4
Am. Iron & Steel .....	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2
Am. Car and Ferry .....	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2
Am. Cotton Oil .....	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2
Am. Locomotive .....	40 1/2	39 1/2	39 1/2	39 1/2	39 1/2
Am. Mfg. and Ref. ....	50	50 1/2	50 1/2	50 1/2	50 1/2
Am. Tel. and Tel. ....	140 1/2	140 1/2	140 1/2	140 1/2	140 1/2
Az. Copper .....	42	41 1/2	41 1/2	41 1/2	41 1/2
Am. Sugar .....	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2
Atchafalaya .....	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Balt. and Ohio .....	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
P. R. T. ....	77	77	77	77	77
Can. Pac. Rly. ....	198 1/2	200 1/2	198 1/2	198 1/2	198 1/2
Ches. and Ohio .....	82 1/2	82 1/2	81 1/2	81 1/2	81 1/2
Chic. and St. Paul .....	124 1/2	124 1/2	123 1/2	123 1/2	123 1/2
Chic. and N. West .....	140 1/2	140 1/2	140 1/2	140 1/2	140 1/2
Col. Fuel and Iron .....	133 1/2	133 1/2	133 1/2	133 1/2	133 1/2
Con. Gas .....	136 1/2	136 1/2	135 1/2	135 1/2	135 1/2
Del. and Hud. ....	169 1/2	169 1/2	169 1/2	169 1/2	169 1/2
Denver and R. G. ....	29 1/2	29 1/2	29 1/2	29 1/2	29 1/2
Erie .....	155 1/2	154 1/2	154 1/2	154 1/2	154 1/2
General Electric .....	127	126 1/2	125 1/2	125 1/2	125 1/2
Gr. Nor. Pfd. ....	132 1/2	132 1/2	132 1/2	132 1/2	132 1/2
Illinois Central .....	22	22 1/2	22 1/2	22 1/2	22 1/2
Int. Met. ....	145	145	145	145	145
Louis. and Nash. ....	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
Nevada .....	32	32	32	32	32
Ken. City So. ....	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2
Miss. Kan. and Tex. ....	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2
Miss. Pac. ....	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2
N. Y. Central .....	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
N. Y. Ont. and West. ....	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
Nor. Pac. ....	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
People's Gas .....	152 1/2	152 1/2	151 1/2	151 1/2	151 1/2
Pr. Steel Car. ....	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
Reading .....	152 1/2	152 1/2	151 1/2	151 1/2	151 1/2
Rep. I. and O. ....	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
Rock Island .....	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2
Sass-Sheffield .....	52	52 1/2	51	51	51
Southern Pac. ....	118 1/2	118 1/2	116 1/2	116 1/2	116 1/2
Southern Rly. ....	137	139 1/2	137 1/2	137 1/2	137 1/2
Southern Ry. ....	49 1/2	49 1/2	48 1/2	48 1/2	48 1/2
Un. Pac. ....	173 1/2	173 1/2	171 1/2	171 1/2	171 1/2
U. S. Rubber .....	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2
U. S. Steel .....	119 1/2	119 1/2	117 1/2	117 1/2	117 1/2
U. S. Steel Pfd. (excl. 1 1/2 p. ....	64 1/2	63 1/2	63 1/2	63 1/2	63 1/2
Wabash Pfd. ....	39 1/2	38 1/2	37 1/2	37 1/2	37 1/2
Western Union .....	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2
Sales—11 a. m., 161,000; Noon, 277,000; 1 p. m., 338,000; 2 p. m., 373,000; 3 p. m., 477,000.					

## Mercantile Marine

DAILY ALMANAC.

Tuesday, Nov. 1, 1910.

Sun. rises at 7:09 a. m.

Sun. sets at 5:06 p. m.

High water at 11:23 a. m.

Low water at 5:35 p. m.

Atlantic Standard time.

**PORT OF ST. JOHN.**

Arrived Oct. 31.

Coastwise—St. John, La Tour, 90, Mc-Kinnon, Campbell.

Arrived—Schr. Ena C. Haux, from Philadelphia to J. Willard Smith.

Hard coal for P. & W. F. Starr.

Sailed Oct. 31.

Stmr. Governor Dingley, 2853, Mitchell for Boston via Eastport.

**Dominion Ports.**

Vancouver, Oct. 26.—Sld. Stmr. Redhill (Br.), Dowell, Manila.

Victoria, B. C., Oct. 28.—Sld. Stmr. Harbinger (Br.), Sadler, Queenstown.

Montreal, Oct. 28.—Arld. Stmr. M. C. Helm (Dan.), Rouen.

Sld. 28th. Stmr. Bellona (Br.), Leith.

Montreal, Oct. 30.—Arld. Str. Corin-thian, London; Thelma, Liverpool; Sld. Str. Laurence, Liverpool; Montrose, London.

Quebec, Oct. 31.—Arld. Str. Montfort Antwerp.

**British Ports.**

St. Johns, N. F., Oct. 29.—Arld. Stmr. Venango (Br.), Phillips, Fowey for New York.

Swansea, Oct. 30.—Arld. Str. Hebe, Tilt Cove.

Fleetwood, Oct. 30.—Arld. Str. Skarp from Chatham, N. B.

Glasgow, Oct. 30.—Arld. Str. Mon-golian, Philadelphia via St. Johns, N. F.

30th: Str. Caledonia, New York; Ionian, Montreal; Sld. 29th: Str. Indrani, St. John, N. B.

Antwerp, Oct. 20.—Arld. Str. Montezuma, Montreal.

Queenstown, Oct. 30.—Arld. Str. Avona, Campbellton, N. B.

London, Oct. 31.—Arld. Str. Kana-wha, St. John, N. B. and Halifax.

St. Johns, N. F., Oct. 30.—Arld. Str. Siberian, Glasgow.

Liverpool, Oct. 31.—Arld. Str. Dominion, Montreal.

**Foreign Ports.**

Boston, Oct. 29.—Sld. Stmr. Klondyke, for St. George and Margaretville, N. S.

Halifax, Oct. 29.—Sld. Bark Daylight, for New York in tow.

New York, Oct. 29.—Sld. Stmr. Paris-lana, Melbourne; Minnewaska (Br.), London; Matanzas, Havana.

San Francisco, Oct. 29.—Arld. Bark Amy Turner, Astoria.

Boston, Oct. 31.—Schr. Russell H. Pentz, from Bridgewater, N. S.; Sld. Str. Symra, for Sydney, C. B.; Doris-Brook for Newport News.

City Island, N. Y., Oct. 31.—Bound south: Bark Hector for New York.

New York, Oct. 31.—Arld. Bark Normandy, Savannah.

Vineyard Haven, Mass., Oct. 31.—Arld. Schr. Crescent, from Portland for New York; Sld. Str. St. Olaf, from Stamford for Nova Scotia.

Wagawatie from Perth Amboy for Halifax; J. Arthur Lord, from New York for St. John, N. B.; Mayflower from New York for Bridgewater.

Evolution from do for Moncton; Maple Leaf from South Amboy for Lunenburg; King Josiah from Perth Amboy for do; George Pearl from New York for St. John, N. B.; Myrtle

Leaf, from Perth Amboy for Wolfville, N. S.; Blenheim from Elizabeth-port for St. Andrews, N. B.

**Reports and Disasters.**

Marcus Hook, Oct. 29.—Str. Sir Ernest Cessal (Sw) from Narvik and New Orleans from Providence, were in collision off Belleport, where about 8:40 this morning. The Cessal is badly damaged on the starboard side aft above the waterline; damage to the New Orleans slight. Both steamers proceeded up.

St. John's, Nfld., Oct. 29.—Str. Venango (Br) from Fowey for New York has put in here to land the second engineer, who was badly scalded.

**Dangers to Navigation.**

Str. Kaiserin Augusta Victoria (Gr) reports Oct. 25, lat 48, lon 40 passed a spar standing upright projecting 15 feet above water and apparently attached to some submerged wreck.

Str. Enniskillen reports Oct. 14, lat 24, lon 83 W passed a large derelict scow marked 20, and named as far as could be made out, Thur.

Str. Glenelg reports Oct. 18, lat 23 N lon 87 W, passed a sailing vessel on fire and aft; main lowermast and main yard standing; decks burned away and side near waterline aft burned through.

**Shipping Notes.**

The Donaldson line str. Indrani, Captain Young, reported in yesterday's Standard as having lost part of her deck load during heavy weather while on the passage from this port to Glasgow, was only 13 days on the passage when she put into Rosneath.

Str. Glenelg reports Oct. 18, lat 23 N lon 87 W, passed a sailing vessel on fire and aft; main lowermast and main yard standing; decks burned away and side near waterline aft burned through.

**LIST OF VESSELS IN PORT.**

Shenandoah, 2492, Wm Thomson & Co.

**Schooners.**

Almada, 1863, J. E. Moore.

Chas C. Lister, 285, A. W. Adams.

Chester, 320, Geo E. Holder.

H. M. Stanley, J. W. McAlary.

Jennie A. Stubbs, 159, Master.

Margaret May Riley, 240, A. W. Adams.

Manuel R. Cuta, 258, P. McIntyre.

Nettle Shipman, 288, A. W. Adams.

Orisole, 124, J. Spaul & Co.

Peter C. Schultz, 375, A. W. Adams.

Priscilla, 101, A. W. Adams.

Preference, 243, J. Spaul & Co.

Romeo, 111, P. McIntyre.

Sallie E.