With More Than $24,000,000.00

Of carefully invested funds, we are giving our depositors and debenture holders a security from which the element of risk is eliminated. That this is appreciated by the investing public is evidenced by the fact that during the year 1904 the funds placed with the corporation for investment increased from

$15,040,540 to $15,892,546.

Savings accounts bear interest at 4 per cent., compounded half yearly.

CANADA PERMANENT MORTGAGE CORPORATION

Prince William Street, St. John. Edmund B. LeRoy, Manager.

Financial and Commercial.

BACHES' WEEKLY LETTER

NEW YORK, Sept. 15, 1905. —While the market was quiet and trading largely professional during the past week, the tendency was distinctly upward. Money rates were a less important influence on prices than during the preceding week, and although the actual amou t of gold engaged for import was much less than the loss by the New York banks to the interior, the fact that imports of gold have begun was an important factor in advancing prices. It seems certain that this year the total volume of gold imports to the United States will reach a large figure, and that we can command what ever gold we require. The features of news developments during the week were the increase in the dividend rate of American Smelting & Refining common to 7 per cent., the declaration of a scrip dividend of 33 1-3 per cent by the Sloss-Sheffield Co.

It is probable that railroad shares will continue the centre of market interest, in view of the contest between President Ramsey and Mr. Gould for the control of the Wabash, and the negotiations pending for the sale of the C. H. & D. and Pere Marquette system to the Erie Railroad. If, as is probable, the C. H. & D. guarantee five per cent. on Pere Marquette shares is also endorsed by the Erie, the shares as a 5 per cent investment stock will probably within a short time sell on a basis similar to that of other guaranteed stocks. It would seem as though they would be fairly cheap 20 points above present quotations. The contest for control of Wabash is, of course, vital to the Gould system, for should the road come under the control of President Ramsey, it would block for years to come the Gould plan for a transcontinental road.

This is a year of big things. Dividends have been increased to an extent never before equalled in the history of this country. The corn crop is the largest on record, and the crops of Winter and Spring wheat are very large. The cotton crop is moderate, but all these crops will be marketed at satisfactory prices. So far as the steel and iron is concerned, there is not only great activity at the present time, but the promise for the future is brilliant. Official prices in many lines do not reflect the actual market. Premiums are being paid for immediate delivery. Rail orders to the amount of 831,000 tons have already been placed for 1906. The production of structural steel and of the lighter grades of finished steel and pig iron is very large. Copper production is large and prices steady at 16½ cents. Commercial business is large and satisfactory. Railroad earnings continue to reflect a heavy volume of traffic, and the monthly statements coming to hand show heavy increases both in the net and gross earnings. Notwithstanding these satisfactory conditions there has been no overspeculation as yet. Prices are high, but with a continuance of business prosperity, sooner or later the public will come into the market and prices will reach a level higher than at the present time, and probably much higher than values justify.

For the immediate future, the crop moving period, it does not seem probable that prices will show any marked change. It is speculation that makes bull markets, and speculation, of course, depends upon the volume of surplus money. At the same time with fundamental conditions as they are, purchases made at this level will in time prove profitable. For the immediate future we look for a traders' market, and would advise purchases on recessions and profit-taking on sharp advances.

Yours very truly,
J. S. BACHE & CO.

THE HAY SITUATION

Britain's Crop Declared to be Partial Failure---About 75 Per Cent. of the Canadian Hay Crop Has Been Saved---Year's Prospects Good.

(Montreal Witness.)

The hay crop, which means so much to the Quebec farmer, and to his nighbor in Eastern Ontario, has all been gathered, and the farmers are finding time now to talk about it. Reports from different sections tell of a variety of conditions that the farmer has encountered in his annual struggles against time and the weather. From some districts news of a 'bumper' crop harvested in fine weather, and with a minimum of loss, has been received. It is said that over 75 per cent of the hay grown along the Ottawa valley, and within a radius of fifty miles of Montreal, has been 'saved.'

Reports from the Lower St. Lawrence, taking Quebec as a centre, are not so good; the weather was too fine there, and whole fields were burned out before the hay was tall enough to cut. This recalls the summer of 1903 when the country suffered severely for lack of rain.

Exporters and farmers in Canada have their eyes on the English market this year and hope to benefit materially by the situation that exists in that country. It has been shown by estimates gathered from reliable sources that the hay crop of Great Britain is a partial failure, and the harvest will probably yield only 23 cwt., an average of about 2½ cwt. per acre less than the average for the past five years. There was a heavy shortage in Great Britain in 1901 when the yield was only about 1Ɇcwt. per acre, and that season's trade proved very satisfactory to Canadians, who shipped in considerable quantities.

If the reports from Boston and New York prove correct, that ocean freight space for 7,000 tons of hay has been reserved for September and early October sailing, and if the shipments are made, exporters may find the market weaker than they anticipated.

A large portion of the hay sent over is shipped on consignment, and will consequently be put on the market immediately. It is not likely that even a market that is somewhat short of supplies can stand firm under a sudden delivery of 7,000 tons, and if prices break it will not be an easy matter to advance them again.

Local dealers are of opinion that these future shipments are responsible for the firm tone of the market in Montreal, and state that offerings are being readily bought up, and good prices paid for the crop from the surrounding district.

PRAISE FOR C. P. R. TRANSPORTATION

Commenting upon the Canadian Pacific annual report. The Wall Street Journal observes:-

"The triumph of the year is in the 'conducting transportation' item, and there are several railway managers in the United States who would like to know how the Canadian Pacific operates at 33.5 per cent. of gross for this item. Mr. Hill had 37.5 per cent on Great Northern last year and will do better this year, but the Great Northern is a triumph of engineering skill and Americans boast, the best manned and operated railway in the hemisphere. The Canadian Pacific furnishes no details of the item what ever. To the layman, it is perhaps sufficient to point out that in 1904 the Burlington spent over 47 per cent., the St. Paul over 38 per cent., and Illinois Central over 40 per cent of gross on this item, to demonstrate that the managers of the Canadian Pacific can do about as cheap a carrying business as anyone on the continent—unless indeed, the accounts are kept in an entirely different way from the American way."

"The report is considerably better than expected the surprise of the income account being the fact that the company increased its gross transportation receipts over $4,000,000 with an added expense for 'conducting transportation' of only $765,000. The expansion in expense was nearly all in maintenance."

TORONTO CALLED MONTREAL BLUFF

Toronto brokers are said to have called a bluff on some of their Montreal brethren this morning. The latter have been accused lately of trying to bear the price of Nova Scotia Steel common, and offering blocks of stock for this purpose. This morning these offers were repeated. Montreal offered at 3 per cent to put 1,000 shares of Nova Scotia at 66 in 30 days. A group of Toronto brokers at once wired accepting the proposal, but by this time the bargain appeared to have been withdrawn. Later word came over the wire that Montreal people were again out with the same proposition. Again the Toronto brokers wired, accepting, but they got no satisfaction. The Toronto people think the Montreal were "four-flushing." The stock sold here at 67.

ALBERTA FLOUR IN JAPAN

"A flour mill with a capacity of a thousand barrels per day is now being erected at Calgary to handle the Alberta soft wheat, of which the production will amount to 1,500,000 bushels this year and twice that in 1906." said B. W. Greer, general freight agent of the C. P. R. "This fall wheat is tributary to this coast," continued Mr. Greer. "and flour milled from it is particularly adapted to the requirements of the Oriental market, where the softer wheat is preferred."

SUGAR SPECULATIONS

The Losses Are Estimated at From One to Two Million Pounds.

The huge speculations which have been carried on in Paris with the object of bringing about a corner in August beet, upon which we have commented in our market report during the past few weeks, has ended in even greater disaster than was at first anticipated, gloomy as were the early forecasts. As a result of the tremendous losses he sustained in private speculation, M. Cromier, chairman of the board of directors of the famous Say Sugar Refining Co., committed suicide on Sunday last at his residence in Paris. Rumor was at once busy, and the Say refinery was reported to be involved. The result was a panic amongst holders of the company's shares, which, quoted on Saturday at 950 francs, fell, on heavy selling, to 580 francs. The shares of the Sucreries d'Egypt, a dependent company, fell from 152 francs to 107 francs. This heavy fall may be in part due to bear operations, but there was much genuine selling. The effect of the Jaluzot failure on the Printemps is still fresh in men's minds, and undoubtedly did much to influence shareholders to unload at any price, but it remains to be seen whether their sacrifice is justified. The news of M. Cromier's death also caused much excitement on the sugar market, where, naturally, the Say Company has a heavy account open, but, after a moment of indecision, business became normal again, and the price of sugar was but slightly affected. The losses are estimated at over £2,000,000, and some reports largely exceed this estimate. A telegram from Paris on Thursday night reported that the directors of the Say Refinery Co. met that day to consider the position of the company in view of the suicide of its late head, and the hole he is reported to have made in the funds. It is expected that it will be able to pull through, and they have agreed to advance £200,000 to assure the carrying on of the business. Financiers say that the Egyptian company is in a much worse plight, as it is believed to have been hit to the extent of 25,000,000 francs (£1,000,000).—London Grocers' Gazette.

BIG ORDERS FOR RAILS

Contracts for Delivery Next Year Estimated at 1,500,000 Tons.

PITTSBURG, Pa., Sept. 15 — Large orders for steel rails for delivery next year have recently been booked by Pittsburg concerns. Some of these orders, it is said, are from Western railroads, indicating an unprecedented demand in that section.

According to an estimate made the orders placed for delivery next year up to date aggregate 1,500,000 tons. In addition to this great tonnage, it now seems certain that fully 300,000 tons contracted for delivery this year will have to go over, which gives promise of a record-breaking production next year.

Instead of securing the bulk of its rail requirements from the large mills of its own subsidiary company, which are very busy on numerous contracts, the Pennsylvania Railroad has allotted its order for 179,450 tons of standard sections, which are to be delivered throughout the first half of 1906, to the United States Steel Corporation, the Cambria Steel Company and the Maryland Steel Company, the Republic Iron & Steel Company and the Lackawanna Steel Company. The division of this big contract was made in the following proportions: — The United States Steel Corporation, 90,750 tons; the Cambria Steel Company, 37,350 tons; the Maryland Steel Company, 37,350 tons; the Republic Iron & Steel Company, 6000 tons, and the Lackawanna Steel Company, 8000 tons. Additional orders for rails to be delivered in 1906 swell the aggregate tonnage for next year's delivery placed by the leading systems within the last four weeks to 750,000 tons, which exceeds all previous records within a similar period in the steel industry.

MARCONI WIRELESS $5.00.

Money invested in Marconi Wireless will return a great profit in the near future. Stock is now selling at par, $5.00 per share, another advance expected. Apply for stock quick before it takes another jump.

J. NEWTON SMITH, M. D., Hampton, N. B.

Sole agent for New Brunswick. Local agents wanted.

THE WORLD OF SHIPPING.

MINIATURE ALMANAC.

1905	Sun Rises	Sets	Tides High	Low
September				
18 Mon..	.6.04	6.31	2.14	8.27
19 Tues.	.6.06	6.29	2.55	9.06
20 Wed.	.6.07	6.27	3.39	9.49
21 Thur..	.6.08	6.25	4.27	10.36
22 Fri.	.6.09	6.23	5.18	11.28
23 Sat..	.6.11	6.21	6.15	0.03

In Atlantic Standard Time counted from midnight to midnight.

September 18. 1905.

PORT OF ST. JOHN.

Arrived.

Stmr St. John City, 1412, Bavey, from London via Halifax, Wm. Thomson & Co, general cargo.

Schr Ravola, 130, Howard, from Sackville, N. B. for New York with 240 tons broken stones, in for harbor.

Schr Georgie E. 88, Wasson, from Stonington, Conn., J. W. McAlary, ballast.

Stmr Beaver, 46, Reid from Eastport, master, ballast.

Coastwise:—

Barge No. 1, Nickerson, Parrsboro, in tow of tug Springhill.

Schr Packet, 49, Gidner, Bridgetown.

Schr Shamrock, 52, Webster, Londonderry

Schr Haines Bros. 46, Haines, Freeport.

Schr Alma, Tufts, Dorchester.

Schr Hattie McKay, 74, Card, Parrsboro.

Cleared.

Schr Anna, 426, McLean for City Island for orders, Stetson Cutler & Co. laths.

Schr Ellen M. Mitchell, 335, Wry for New York, Alex. Gibson & Co, laths plank, etc.

Schr F. W. Pickles, 386, Patterson, for Annapolis, N. S. to load lumber for a U. S. port.

Schr H. M. Stanley, 97, Flowers, for Boston. A. Cushing & Co, scantling.

Schr Ida M. Barton, 102, Wasson for Vineyard Haven, for orders, Stetson Cutler & Co boards, cedar shingles.

Tug Flushing, 121, Farris, for Boston to tow dredge "Beaver" to this port.

Coastwise:—

Schr Augusta Evelyn, Scovil, North Head.
Stmr Beaver, Reid, Hillsboro.
Tug Springhill, Cook, Yarmouth.
Barge No. 1, Nickerson, Parrsboro.
Barge No. 5 McCullogh, Parrsboro.
Schr Maitland, Hatfield, Windsor.

Sailed

Stmr Penobscot, 1244, Mitchell for Boston via Eastport.

DOMINION PORTS.

ST. GEORGE Sept. 15—Sld, schr Henry Wellman, Calais.

PUGWASH, N. S. Sept 17—Sld stmr Mantinea, Brow Head for orders via Sydney.

HALIFAX, Sept. 17—Ard—Warship Cornwall and Berwick, Pictou. Stmr Senlac, St. John.

Sld—Stmr Sicily, Liverpool, bktn Joaquim, Valencia.

CHATHAM, N. B. Sept 16—Cld, Stmr Semantha, Brow Hill for orders.

BRITISH PORTS.

ANDROSSAN, Sept. 15—Sld stmr Teelin Head, Chatham, N. B. Dunmore Head, Montreal.

LIVERPOOL, Sept. 14-Sld, steamer Pontiac St. John, N. B.

LONDONDERRY, Sept. 15—Ard, bark Don Quixote, (Nor) samuelson, Campbellton.

MANCHESTER, Sept 14—Ard, steamer Caledonian (Br) Trantor, Boston.

Sld—(15th) stmr Manchester Importer, (Br) Perry, Montreal.

SOUTHAMPTON, Ard. stmr New York, New York.

IRVINE, Sept. 15—Ard bark Bertrand, Halifax.

LIVERPOOL, Sept 15—Ard, stmrs Victorian, Montreal, Lucania, New York.

QUEENSTOWN, Sept. 17—Sld, stmr Umbria, from Liverpool for New York.

FOREIGN PORTS.

BAHIA, Sept. 15—Ard, Ship George L Hay Boston for Buenos Ayres. (leaking strucka whale.)

RIVER PLATTE, Sept. Sld. stmr Cunaxa, Buenos Ayres for St. Vincent, CV, (for order

BAHIA, Aug. 10—Sld bark Kate F. Troop, Brown, Buenos Ayres and New York.

NORFOLK VA., Sept. 16—Ard. stmr Himera, Capt. Pye, Savannah to sail 18th for Bremen and London.

CITY ISLAND, Sept. 17—Bound south, stmrs Edda, Hillsboro for Newark; schrs Golden Rule, Tusket; Hazel Glen, do; Mineola, St. John.

Eastport, Me. Sept 17—Ard. 16th, schr Corinto; St. John; Helen M, do. Adelene St. John.

Sld—Schr Alaska, Sand River.

PORTLAND, Sept 16Sld—stmrs Kilkeel, Hillsboro for Boston; Ard, schrs Geo L. Slipp, Hantsport for Boston; Scylla, Annapolis for New York.

CITY ISLAND, Sept. 16—Bound south, brig Ohio, Halifax; schrs Bessie A. River Hebert Georgie Pearl, St. John; Bessie Parker, Cape Tormentine; Ceto Newcastle.

Bound east—Stmrs Prince Arthur, for Yarmouth; Rosalind, for Halifax, Volund, for Windsor; Hird, for Hillsboro.

CHATHAM, Mass., Sept. 17—Passed south Tug Gypsum King, towing three barges. Windsor for New York.

Passed east—Stmrs Rosalin, New York for Halifax; Hird, do for New York.

VINEYARD HAVEN —Mass. Sept. 17—Ard Schrs Baden Powell, Elizabethport for SydneyC. B.; Wapti, New York for Bridgewater.

Passed—Schrs Abbie & Eva Hooper, St. John for New York; Rebecca W. Huddell, do for do; tug Gypsum King, towing barges Ontario, Lizzie Burrill and Lewis S. Windsor for New York.

HAVRE—Sept 17—Sld, stmr Gulf of Ancud Halifax and St. John.

BOSTON, Sept. 16—Cld, schrs Albertha, St. John; Clifford C. do; Valetta, do; Golden Rule, do.

VINEYARD HAVEN, Mass. Sept 16—Sld. schrs Nevis, Port Reading for Digby; J. L. Colwell, do for Fredericton; Donzella, Elizabethport for Lunenburg; B. P. Hardwick, Edge water for Digby; Scotia Queen, New York for Canning; W. H. Waters, for Bridge port for St. John; Unity, Port Reading for Halifax; Ann L. Lockwood, from Hoboken for Hantsport; Lewanika, Norfolk for Pictou; Pacific, New York for Halifax; Acacia, Port Johnson for Liverpool; F & E Givan, Providence for River Hebert.

Passed—Stmrs Volund, New York for Hillsboro; Nanna, do for do; Edna, Hillsboro for New York; schrs Edith, Port Johnson for Halifax; Mineola, St. John for New York; Rhoda Holmes, Sand River for do; Hazel Glen, Nova Scotia bound west.

NOTICE TO MARINERS.

The following wooden spar buoys have been established in Tusket Wedge xzfiiff¼ ben established in Tusket River, west coast of Nova Scotia; A red spar on the turn at the mouth of Salmon River. Lat N 43.49.52. Lon W 66.0.9. A black spar on points of flat Tusket village. The two latter buoys mark the above turns in the channel proceeding up the river northeasterly from the first named.

SPOKEN.

British bark Eudora, Crosby, Hamburg for San Diego, Aug. 22. lat. 16 N. lon. 25 W.

Barkentine Golden Rod from Santa Cruz, Cuba for New York, Sept. 11 lat. 32 lon. 77.

REPORTS, DISASTERS, ETC.,

Secretary-Treasurer W. A. Richardson of the pilot commissioners, paid the pilots at North Sydney Wednesday afternoon. The pay sheet for the month of August for the port of Sydney alone aggregates $3480, divided as follows: $2250 for ships calling at International pier and $1230 for ships at the steel company's ore pier. The pay sheet for the port of North Sydney amounts to about $1,000.—(Post).

QUEBEC, Sept. 14—Steamer Wastwater, Watt from English Bay for London, with deals went ashore at South Point, Anticosti, but floated after jettisoning part of cargo. Vessel is laking and is returning.

GLOUCESTER, Sept. 15. James Barger, from St. Martins, NS for Vineyard Haven, had mainsail blown to pieces and sustained other minor damages in a severe gale off of Cape Ann today and was towed to this port for repairs by tug Clara E. White.

VINEYARD HAVEN, Sept 15—Schr Daylight, from an eastern port, bound west, passed here this morning with loss of mizzen gaff and with spanker torn. Had staysail set in place of spanker.

RECENT CHTRTERS.

The coastwise fleet has not yet succeeded in forcing rates on lumber from South Atlantic ports to north of Hatteras up to the $6 mark. Rates at present range around$5.50 with an occasional charter made at $5.75 for a handy-sized vessel.

Schooner Asa T. Stowell, 345 tons, creosoted lumber and piling, Norfolk to Colon lump sum, about $2,800.

British bark Culdoon, 373 tons, three trips Gulf to north side Cuba, lumber, p t October.

British schooner Havelock, 212 tons salt. Baltimore to Boston, 9½ cents.

VESSELS FOR ST. JOHN

STEAMERS.

Concordia from Grenock, Aug. 28.
Pontiac, 2072, from Liverpool, Sept 14.
Indrani, 2389, Glasgow, Sept 13.
St. John City from Halifax Sept. 15.

VESSELS NOW IN PORT

Not Cleared To Date.

Showing their tonnage and consignees:—

BARKS.

Shawmut, 406, J E Moore.

SCHOONERS.

Adelene, 193, R C Elkin.
Annie Gus, 94, master.
Aldine, 299, A W Adams.
Avis, 99, R. C. Elkin.
Effie May, 67, D J Purdy.
Georgie, 291, J W Smith.
Harry Knowlton, 277, J A Gregory.
Harry Miller, 246,, A W Adams.
Helen Montague, 344, R C Elkin.
Ida May, 119, D J Purdy.
Lotus, 98, A W Adams.
Lucia Porter, 284, Peter McIntyre.
Manuel R Cuza, 258, P McIntyde.
Monancy, 159, J W Smith.
Malabar, 98, for repairs.
Myra B, 90, Capt Gale.
Onward, 92, A W Adams.
Priscilla, 101, A W Adams.
Rewa, 122, D J Purdy.
Swallow, 90, J E Moore.
Uranus, 73, J. W. McAlary.

COASTWISE.

Citizen, Bear River.
Edna R, Digby.
Evelyn, St Martins.
Little Annie, Digby.
Murray B. Margaretville.
Nellie D, Beaver Harbor.
Viola Pearl, Beaver Harbor.

Note—This list does not include today's arrivals.

MONTREAL BROKERS BECOMING AROUSED

Feeling That the Commission Rate Will Have to Be Cut in Two to Compete With Wall Street.

(Montreal Star.)

There is every reason to believe that the members of the Montreal Exchange this fall will make a strenuous effort to put the local stock market on its feet.

Many of the more enterprising traders are not a little annoyed at the way things have been going for the past few months, and express the belief that little improvement can be looked for under existing conditions.

Said a leading broker today: "The whole trouble is simply that people will not trade in the Montreal market, while we continue to charge ¼ of 1 per cent. commission.

"They can buy or sell stocks cheaper elsewhere, and they naturally go elsewhere when they wish to trade.

"I don't blame them. Why should a man want to pay $25.00 commission for 100 shares of Canadian Pacific in Montreal when he can do it in Wall street for $12.50.

"Then, again, our high commission rate works badly in another way. It has driven traders away and given us a mean, little, narrow market. Half the time a man buys stocks and gets landed with them. He can't sell.

"Now, I believe the ⅛ commission would hold lots of Canadian trades in Montreal that now go to Wall Street. Each order helps to make a market bigger and broader, and once we have a good market and people saw that there was some demand for things why everything would hum.

"We have got to make the change. Yesterday the exchange traded in a little over 1,250 shares. Do you know that one of our so-called bucket-shops here consider 1,000 shares a poor day?

"Why any of the four or five Wall St. branch houses here does more business than the Montreal Exchange in a single day.

"It shows that we have traders in Montreal, and the Montreal Exchange should get them.

"I know a big man in Montreal who has traded heavily in stocks for the past 20 years. Between London and Wall Street he will sometimes carry 10,000 to 20,000 shares of stock.

"I don't believe he has bought a share of stock in the Montreal market in ten years."

THE SHEEP SHORTAGE

The World's Supply Has Decreased 72,000,000 in Ten Years.

The world's supply of sheep is rapidly diminishing. In ten years there has been a decrease of nearly 72,000,000, or pretty close to one-seventh of all the flocks of the earth. It appears that the higher the civilization the fewer the sheep. Great grazing lands from the extreme end of South America to the plains of Russia, which once pastured immense flocks of sheep, are gradually being turned over to agriculture.

In Canada, the number of sheep is steadily falling, Germany, according to the American Wool Reporter, has now but 10,000,000, where half a century ago it had three times that. In India the flocks have lost a seventh in eleven years, while in Spain, which is the home of the finest fleeces in the world, they lost a fifth in a brief eight years. Nearly one-seventh of the entire supply of sheep is in Russia, but they are of an inferior breed, and the wool is not in demand by foreign countries.

There has been during the past year a very large increase in the price of wool. With the population of the world steadily rising, and the number of sheep more rapidly failing, the cost of wool is likely to advance to higher and higher levels, unless substitutes be found, and it is by no means impossible that such will be the case.

A VIEW OF STOCK MARKET

One of Wall Street's biggest traders, says: "We have too much room trading and not enough public speculation in the market. I like to see a market in which there are plenty of orders in the commission houses to buy stocks under the market in lots of two or three hundred shares. When you bull stocks and see behind you plenty of that kind of support you feel encouraged to go ahead. It indicates that the public believes in your campaign. I see very little of it in this market. There are too many traders who carry big lines of stock—a hundred thousand shares or more—who are ready to dump them on the market at the first sign of a reaction. These big traders give you a broad market to trade in, of course, but they do not help you out when you try to distribute stocks."

Kent Co. Notes

HARCOURT, Sept. 16 — The open season for hunting of partridge and big game opened yesterday. A. E. O'Leary and J. B. Leger of Richibucto are hunting moose in the Canaan woods. Melvin Dickie and Pearl Wry, Harcourt, are hunting on Trout Brook; Thomas Lamkey, Mortimore, on Main River; James and Thomas Spencer, of Coal Branch, have gone to Salmon River; George Gould, Joseph Rushton and Robert Blanchard of Acadiaville, to the Kouchibouguac waters.

Messrs. Earle and Huggard of St. John have gone to Little Forks, Salmon River. To the same place have gone J. S. Dougless, real estate and insurance man, of Uniontown (Penna.), accompanied by C. H. Seaton. They will be guided by John McLeod of Little Forks.

Guide John Owens of Little Forks expects a party of Boston gentlemen to hunt on Horton Lake, Salmon River, early next week.

William McLeod of Shawmut (Me.) has gone home from his visit to Bass River.

D. Taylor Campbell of Boston is visiting his relatives at Bass River.

Mrs. John Baldwin of Main River has gone to West Somerville (Mass.) to spend the winter with her daughter, Mrs. Andrew Bowser.

Mrs. M. B. Hanson and children of Framingham (Mass.), and Miss Fannie Campbell of Boston have returned to their homes after a visit to their old Bass River homes.

GET THE HABIT---SAVE THE BANDS

C. E. DOWDEN.
Stock and Bond Broker
CORRESPONDENT,
CURTIS & SEDERQUIST,
Phone 900. 80 Prince Wm. St.

ROYAL INSURANCE CO.
Of Liverpool, England.
Tota Funds Over $60,000,000

J. SYDNEY KAYE, Agent.
85 1-2 Prince Wm. St., St. John, N. B

WESTERN ASSURANCE CO.,
Est. A. D. 1851.
Assets $3,300,000.
Losses paid since organization
Over $40,000,000
R. W. W. FRINK,
Branch Manager, St. John, N. B

HUMORS OF HISTORY---147

The Boscobel Oak. A.D. 1651

England, after the execution of Charles I., became a Commonwealth, and continued so for more than eleven years. Royalty and the House of Lords were formally abolished and the government of the country was vested in a Council of forty-one members, with Bradshaw for President. The Scotch, who condemned the execution of Charles, proclaimed his son King Charles II., and invited him to Scotland. He landed June 23, 1650. Cromwell was soon on his track and compelled him to retreat to England, where his army was totally routed at the battle of Worcester, September 3, 1651. Charles escaped, and, it is said, lay among the branches of an oak tree at Boscobel, beneath whichhis pursuers passed, and eventually escaped to France.

Corked or Tin Capped

The Ideal Beer

BUDWEISER is the standard of quality by which all other beers are judged.

Commanding the highest price, yet leading in sales, proves that its superiority is recognized throughout the world.

Sales for 1904, 130,388,520 Bottles.

Budweiser
"King of Bottled Beers"

Anheuser-Busch Brewing Ass'n
St. Louis, U. S. A.

Orders Promptly Filled by

M. A. Finn, Distributor, St. John, N. B.

Buster Brown

The Famous 5ct. Cigar

Made of Long Havana Filler by Skilled Union Labor

Bound to Become a Favorite With Every User

SOLD EVERYWHERE

A. & I. ISAACS, Manufacturers