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Horse Clothing.

STABLE BLANKETS.

Unlined, 50c., 60c., 75c., 90c., $1.00.

Medium Heavy, made of strong jute and lined with X heavy lining, $1.00, $1.25, $1.50, $1.75, $2.00.

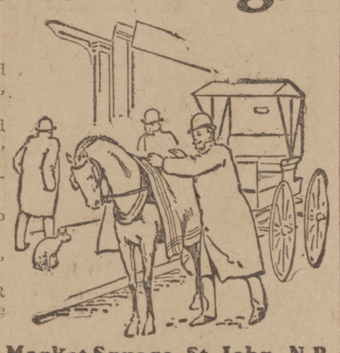
Extra heavy, made of strong jute and lined with X heavy lining, also bound, $1.50, $2.00, $2.25, $2.75, $3.00.

Wool Blankets, shaped, from $3.00 upwards.

One lot of Barn Blankets, odd lots, to close at very low prices.

Street Blankets, fancy colored plaids, $2.65, $3.00, $3.50, $4.00.

Also, a large assortment of FUR ROBES. The assortment cannot be equalled in St. John.



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5 Grain Lithia Tablets.

If you are troubled with rheumatism or Slow Digestion, try a bottle of Lithia Tablets, as it is a great blood Alkali.

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is the shoe for well-dressed ladies—made in all the newest shapes—it fits perfectly.

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Underwear for Saturday Shoppers
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E. W. PATTERSON. 29 CITY ROAD

AMERICANS ARE AFTER COBALT PROPERTIES

Mass of Silver 33 Inches Wide, Extending 100 Feet in One Trench---One of Nature's Richest Treasure Stores.

(Special Cor. New York Commercial.)

COBALT, Ont., Nov. 2—Vein No. 49 of the Nipissing property is beyond question one of the richest treasure stores of nature ever discovered by man. This morning your correspondent visited the workings connected with this vein at the bottom of an open cut 20 feet deep and over 100 feet long. There was a mass of silver ore 33 inches wide on the average and of the the highest class of Cobalt's ore.

Along this cut there has been built a shed to keep the snow and rain out of the workings. But this is to be supplemented by a system of stulls and lagging over which is to be placed a mass of earth and stones effectually to keep the workmen from the weather during the winter. Twenty or thirty men are at work in the bottom of this out taking out the silver-laden vein stone, which is hoisted by a derrick and steam power. This open cut can, when so covered, be sunk without any trouble from the elements. The surface showing of the vein stretches along for hundreds of feet, with its branch known as No. 55, and the 100 feet now excavated is but a fraction of what the whole will produce.

While No. 49 is the big bonanza of the Nipissing veins, No. 27 itself is a mint. In the bottom of the shaft being sunk on this vein, there is now 14 inches of the highest grade of ore in the camp, and this vein itself would cause a sensation were it not for vein No. 49.

The preparations on the property to cope with the coming winter will be sufficient to enable surface mining to be carried on without let or hindrance, while several shafts being sunk on the property will develop in a systematic way with the usual methods employed by mining men. The compressor plant is fast being put into shape, and will be a centre from which ore can be supplied over the developed portion of the Nipissing property.

The Colonial Mining Co. is reported to have purchased control of the Watts property, which adjoins the Colonial's main property, the Hanson, and also the property to the south of the Hanson, known as the Russell claim. This gives the company a considerable acreage of valuable property in addition to the Hanson.

The Silver Queen has in its east drift, high-grade ore consisting of Niccolite seamed with native silver, which is the main cause of the present rise in the stock of this company.

For the past two weeks Cobalt's hotels have been crowded with men seeking property, and undoubtedly strong influence is being brought to bear upon many of the stocks in the way of holding down prices pending purchases. Among the agents who are here are some men who are pointed out as the agents of the Guggenheims, and it would seem that some big consolidations are in contemplation.

The making of a mine at the Silver Hill of the Colonial group is in full swing on the surface. Since the property was taken over ten days ago, two tunnels and a main working shaft have been started and 10 steam drills have been installed. Several buildings and an electric light plant are under construction. No attempt at mining the bonanza ore exposed in many places on the several veins is being made. The evident order of the day is to rush the work of constructing a mining plant on modern lines for the economical extraction of the metals.

Walter R. Hensey of New York, well-known in connection with the Mitchell Mining Co., and J. P. Flynn of Monterey, Mex., have been here two weeks inspecting various properties. It is reported they have purchased a producing mine adjoining the Nipissing and two prospects near the Foster mine. Mr. Hensey left for New York yesterday with Howell Hinds, president of the Old Hundred Mining Co. of Rico, Colo. When asked to confirm the report today, Mr. Flynn said: "It is too early to make an announcement. When the transfers are completed I shall be pleased to give you the information desired."

Asked his opinion of the camp, Mr. Flynn replied: "I came here a sceptic; I am now a zealous convert to the theories of Professor Hidden and John Hays Hammond. The transition from a prospect to a mine in this district is made with amazing rapidity, sometimes in a single shot, as in the case of the Big Pere. The bottom of the shaft now looks like a jewelry shop."

HUGHES SAYS ISSUE IS HEARST vs. THE OLD FLAG

Republican Candidate for Governor of New York Closes Campaign with Stinging Speech---Hearst Predicts He Will Have Plurality of 200,000---The Campaign in Massachusetts.

NEW YORK, Nov. 5—Everywhere that Mr. Hearst appeared tonight great throngs cheered him wildly.

Mr. Hearst closed the campaign as far as speechmaking was concerned at an Italian-American citnzens' meeting on Grand street.

The Republican campaign was also wound up with big demonstrations.

Mr. Hughes was given an enthusiastic reception at all his meetings. There was at each place some effort at interruption and cheers for Hearst, but the interrupters were ejected by the police.

Mr. Hughes said in part:

"Now we are at the end of the campaign and I have not indulged in abuse of my opponent. I have left that to him. I have not made a statement that was not true. I don't want vituperation and abuse to take the place of truth nor calumny to supplant fairness. Our campaigns ought to be fought on the lines of truth and square dealing.

"The issue of this campaign, if I read it rightly, is William R. Hearst against the American flag and the American flag has never gone down in disgrace."

State Chairman Timothy L. Woodruff was one of the speakers at Durland's Academy. He declared he was absolutely confident of the result of the election.

"The lowest possible majority," he said, "for our candidate for governor, above the Bronx will be 200,000 and I think further that Mr. Hughes will carry the city of New York."

"Kings county for Hughes?" queried someone in the rear.

"Sure" responded Mr. Woodruff, after a little hesitation. The crowd broke into hearty applause.

"We leave the campaign now in the hands of the man behind the ballot. Let us not only defeat Mr. Hearst, but let us bury him and all he stands for so deep that they will never be resuscitated in your time or mine. That will be a heritage to our children, and our children's children, and will tingle the generations of Americans yet unborn."

Mr. Hearst tonight told his audiences he was confident that he would receive a plurality of 200,000 in Greater New York and be elected by about the same figures.

BOSTON, Nov. 5—John B. Moran, closed his campaign for governor by a number of rallies in Boston and in the suburbs this evening. He spoke at Woburn, East Cambridge and a number of the Boston wards and at every meeting he was greeted with tremendous crowds. Mr. Moran varied but little in his speeches from those already made during the campaign.

At the close of the campaign tonight, John P. Feeney, chairman of the Democratic state committee, claimed a victory for Mr. Moran and said that he would come to Boston tomorrow with a larger plurality than did Douglas two years ago. Mr. Feeney said he looked for a plurality in Boston of between 20,000 and 30,000

Mayor Fitzgerald placed Mr. Moran's plurality in Boston in a statement tonight in the neighborhood of 20,000.

In an interview this evening Senator Henry Cabot Lodge said that he thought Mr. Moran would be badly beaten.

HARDSHIP ON GASPE COAST

Sailors of Wrecked Schooner Torsidea Had Terrible Time Before Rescue Came.

QUEBEC, Nov. 6.—(Special.)—Captain J. Languedoc, master of the schooner Torsidea, which foundered near Gaspe Cape, has been brought to port by the steamer King Edward and is now lying in Jeffrey Hale hospital. The schooner, coal laden, was owned by the Gaspe Lumber Co., and was on her way from Sydney to Gaspe when she encountered a gale on October 7th about forty miles south of Cape Gaspe.

As the schooner was tossed about and going to pieces, the five men on board had small hopes of ever seeing land again.

A raft was made, and as it was not large enough to carry the five, only three got on, while Captain Languedoc and a seaman named Ramdell got into a small flat bottom boat. The latter was fastened to the raft, but they soon separated and nothing has been heard since of the three men, George and Frank Hall and Brad Clement, all of Gaspe. Captain Languedoc and Ramdall were tossed about for four days without food or water, until October 11th, when they were cast on a large rock, and, both men being completely exhausted, laid down to rest. When they awoke the boat had drifted away and was cast upon another rock some distance off.

Ramdall being too weak to swim, Captain Languedoc did so and brought back the boat. They finally reached the mainland of the island, where they secured fresh water.

On the 15th of October an easterly wind sprung up, and using a blanket as a sail, they drifted to Harrington the same day, where Captain Languedoc was taken on board the schooner Vegie and landed at Esquimault Point, where he took passage on board the King Edward for Quebec. Ramdall was left at Harrington, apparently none the worse for his experience. It is probable that the physicians will have to amputate both of Captain Languedoc's feet.

ENGINE TURNED OVER

While on the way to Fairville with a heavy freight train last night at 6.30 o'clock, engine 2,113, in charge of Engineer James Dorethy and Fireman John Boscence, ran into an open switch opposite Seaside Park and the engineer and fireman had a narrow escape from injury. The engine plowed through sleepers and gravel for some distance and then toppled over. What damage has been done to it is just as yet unknown. The switch had been left open by a ballast train, which pulled into Bay Shore at six o'clock.

During the night traffic between Bay Shore and Fairville was delayed.

About nine o'clock road engine 985 with a gang of section men went to the aid of the yard engine, and help was also called from McAdam.

C. S. Hickman, of Dorchester, was at the Royal yesterday.

Out of Sorts? It's your liver! In nearly every case it's the liver. That means constipation, biliousness, dyspepsia, poor blood, headaches. Your doctor will tell you that good health demands at least one good, free movement of the bowels each day. Ask him if he knows any laxative better than Ayer's Pills. We have no secrets! We publish the formulas of all our medicines! J. C. Ayer Co., Lowell, Mass.

THE INGLE NOOK PHILOSOPHER OF KENNEBECCASIS BAY

Pollard threw another stick of birch wood upon the dying fire.

Said he, as the odorous bark blazed up and sent a multitude of sparks flying up the chimney, "It is easy to renew a fire on the hearth, but the man has never lived who has discovered a means of renewing his youth. With plenty of fuel and air a fire might live forever, but the more plentifully one is supplied with such elixirs as "Peruna," "Orangine," "Kidney Pills," "Soothing Syrup," and kindred nostrums, the more solicitous are his friends that he should set his house in order and, in making his will, keep their life-long loyalty and friendship in mind."

Pollard threw another stick of wood on the fire, and continued:—"It is conceivable that the tree from which that stick was cut drew a portion of its nourishment from the ashes of some philosopher or warrior of a pre-historic age; from the ashes of some wolf or bear that prowled about the shores of the bay, or of some tree in whose branches the birds built their nests, a thousand years ago. Nature is a wonderful artizan. She unmakes and makes. From exactly the same materials she makes a man, a pig, and a mouse; a horse, an elephant and a mosquito."

"Dust!" said I: "Dust thou art and to dust thou shalt return! The dust that flies in our faces when necessity compels us to walk up King street was once animate; the mud that we wade through on Dock and Water streets was once, perhaps, brand new boots and shoes, carnations and chrysanthemums, fields of green grass on the shores of the Kennebeccasis, oranges growing in Florida, bananas growing in Cuba, and an innumerable jumble of the products of every quarter of the world. Old Omar is right:-

" 'With Earth's first Clay They did the Last Man knead,
And there of the Last Harvest sowed the Seed;
And the first Morning of Creation wrote
What the last Dawn of Reckoning shall read.' "

Pollard nodded and lit his pipe. I think he had been indulging in a brief nap. Said he:

"I sent for you because Mrs. Pollard was away, visiting her grandmother, and I felt lonely, but why should I? 'All houses wherein men have lived and died' are haunted by their former occupants. All who ever lived and loved and died are with us in one form or another. Their every spoken word still pulsates in the air, though inaudible to our dull ears. There is a vast multitude about us, a vast multitude."

Then as I put on my hat, I quoted a stanza by Charles Sprague, the almost forgotten banker poet.

'We are all here!
Even they—the dead—though dead, so dear,
Fond memory, to her duty true,
Brings back their faded forms to view,
How lifelike, through the mist of years,
Each well-remembered face appears!
We see them as in times long past;
From each to each kind looks are cast;
They're round us as they were of old—
We are all here.'

White Head, K, Co., Oct 31.

MR. HATHEWAY WRITES AGAIN

He Deals With the Question of Profit Returns and Expenses of the St. John Street Railway

St. John, N. B., Nov. 5, 1906.

ST. JOHN STREET RAILWAY AND PROFITS.

Dear sir,—Referring to letter dated Nov. 3, signed by the secretary-treasurer of St. John Street Railway Company, I suppose it would not be considered presumptuous for me the second time to make some slight criticism upon the affairs of that company, particularly so when the letter referred to states that "it would scarcely be possible for directors of the company to adopt these ideas and continue to pay dividends to shareholders and interest on bonds issued by the company." The suggestion in my letter was that between the hours of twelve and two workingmen might have reduced rates, the same as they are having in other cities. It is worth while, therefore, that we should know something of the profit returns and expenses of the company, which claims that this concession would prevent "them paying dividends, interest, etc." The report of the minister of railways for 1903 contains interesting returns about electric railways in Canada. We learn there that in 1902 the St. John road ran individual cars 445,584 miles. In 1903 this was increased to 521,824. The number of passengers carried in 1902 was 1,771,522, while in 1903 the number rose to 2,341,-167. This is a very satisfactory increase in the passenger business. Anyone who has been living in St. John since 1903 can say with surety that the passenger business has not decreased since that date. The earnings show a corresponding increase, from $81,068 to $102,154, a gain of $21,088, or 26 per cent. Happily there was not the same increase in operating expenses, which rose from $58,000 to $65,994, an advance of only $7,994, or less than 14 per cent. This leaves net earnings of $36,-160 in 1903, as against $23,068 the year before, a gain of more than 50 per cent. The proportion of earnings to working expenses was 140 per cent. in 1902, and in 1903, 155 per cent. The above looks like a pretty good investment for those persons who hold shares in the St. John Street Railway Company. Unless the management can show that the passenger traffic has decreased since 1903, and that the working expenses have increased in a greater ratio than the earnings have increased, then it is somewhat useless for any one to argue that the street railway part of this company is not making first-class returns to their shareholders. Perhaps the secretary-treasurer would be so kind as to give the public the figures since 1903, so we can compare them with the figures given above. I hope shortly to give further information about the cost of lighting, etc., in other cities.

Very truly yours,
W. FRANK HATHEWAY.

State Deputy W. J. Mahoney of the Knights of Columbus, and his corps, left last night for Antigonish and Sydney to exemplify degrees. The councils to be visited are St. Ninan, of Antigonish, and Sydney, of Sydney. The St. John knights will likely spend Sunday at Halifax, returning home on Monday.

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Prices no higher than you frequently pay for a poorer quality.

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