Stocks are affected by causes too remote for ready comprehension.

They are as sensitive as mercury, up today and down tomorrow.

OUR 4 PER CENT. deposit rate is close to the average yield of sound stocks, and you are relieved of all anxiety.

CANADA PERMANENT MORTGAGE CORPORATION

Prince William Street and Market Square, St. John, N. B.

EDMUND B. LeROY, Manager

Financial and Commercial

FROM POETRY TO MINING

Dr. Drummond Hard at Work in Cobalt.

(Montreal Witness.)

A special correspondent of the Globe, who has been visiting Cobalt, found 'the habitant poet' hard at work there. He says:

"Sitting beside a box stove in a comfortable office, overlooking Kerr Lake, was found Dr. Drummond, of Montreal, commonly known as the 'Poet of the Habitant.' Hearing the noise of the heavy machinery operating mines of which he is part owner, the day's story punctuated by dynamite blasts which rattled the windows, Dr. Drummond doubtless thinks of many a new ditty to be written in his own original style. But still a man may be both poet and mine owner, and the doctor seems to be succeeding very well. His firm, which is a 'close corporation, has eighty acres, but as yet they have done little beyond developing their main cut, from which eighteen carloads of ore have been obtained. Dr. Drummond, too, thought that Cobalt had begun to assume its proper place. The days of wild excitement, of foolish, thoughtless investments, he thought, had pretty well passed away, and now there was more real business, Cobalt, he said, had had too many untruths told about it. At times it had been over-boomed, and then again there had been statements made which hampered development.

'Keep your eye on the vein,
For there's many a slip,
'Till you drink of a silver cup;
And if you're not going to get away down
You're going to go away up.'

'These few lines lie quoted, and then he added, with a smile, that they embodied to his mind the entire philosophy of Cobalt. With that he picked up his gun and left for his cottage a few hundred yards away. Outside the doctor's office is a flag pole, where there constantly flies a ragged British ensign. It was explained that a flying rock from the blasting had torn a hole in the flag."

MERCHANT SERVICE GUILD

With regard to the important training scheme for ships' officers, with which a number of prominent Liverpool shipowners have actively identified themselves, the Merchant Service Guild have addressed the following letter to the board of trade:—

18th October, 1906.

The Assistant Secretary (Marine Department)
Board of Trade:

Sir,—An important scheme relative to the training of officers for the merchant service has recently received prominent attention in the public press. The promoters are leading shipowners belonging to the port of Liverpool, and though there seems to be some difference in certain of the projects in connection with this scheme as quoted previously in the press ,and upon which our letter to you of the 25th July last was based, it appears that the shipowners alluded to intend to use their powerful influence in inducing the board of trade to reduce the necessary qualifying time for second mate's certificates of competency from four years to three years.

To such a step the guild would be strenuously opposed, as it would be entirely against the interests of safety in the merchant service. It is not training alone that is required for officers. Ripened experience, and an adequate sense of responsibility can only be secured through the sufficient length and width of service and four years' qualifying service—as at present—for a second mate's certificate of competency is in reality too short to prepare a man for the important duties and immense responsibilities which must be reposed in him.

The guild, as composing a body of over ten thousand practical seafarers acutely conversant with what safety and efficiency at sea mean, would view with grave alarm an influx of inexperienced and immature office s and they hope that the board of trade will resolutely decline to allow such a proposition whenever it may be put forward.

It should be clearly understood that this training scheme has not been inaugurated because of existing inefficiency amongst officers. It is simply a project to promote a greater supply of officers. The only really successful way in which shipowners can achieve this object is to offer inducements compatible with the labor and responsibilities which merchant captains and officers require to undertake.

I am, Sir, your obedient servant,
(Sgd.) JOHN G. MOORE, Secretary.

WALL STREET

NEW YORK, Oct. 31.—Stocks were depressed from the outset, the losses were generally well under a half per cent. A block of 5,000 shares of United States Steel were sold at a decline of ¾. Rock Island fell a similar amount. Continued realizing in Penna. was responsible for a drop in it of a point. The Mexican stocks on the other hand showed general strength. National Railroad of Mexico going up 2, the second pfd. 1¼, and Mexican Central ¾. St. L. & W. sold down 1½ and Anaconda 2½.

N. Y. COTTON MARKET

NEW YORK, Oct. 31.—Cotton futures opened barely steady: Oct. 10.22 bid, Nov. 10.17, Dec. 10.12, Jan. 10.18, March 10.35, May 10.43, July 10.50 bid.

It was reported yesterday that the body of a man had been discovered at St. Leonards, Madawaska county, under circumstances which are said to be mysterious. Difficulties are also reported to have arisen in connection with the disposal of the body, owing to the unwillingness of some of the religious denominations to permit burial in their cemeteries.

You cannot possibly have a better Cocoa than

EPPS'S

A delicious drink and a sustaining food. Fragrant, nutritious and economical. This excellent Cocoa maintains the system in robust health, and enables it to resist winter's extreme cold.

COCOA

Sold by Grocers and Storekeepers in ¼-lb. and ½-lb Tins.

N. Y. STOCK MARKET

Wednesday, Oct. 31.

Chicago Market Report and New York Cotton Market. Furnished by D. C. Clinch, Banker and Broker.

	Yesterday's Closing.	Today's Opening	Noon.
Amalg Copper	110⅝	110⅝	110¼
Anaconda	270	268	267½
Am Sugar Rfrs	132⅞		
Am Smelt & Rfg	154	153¾	153¾
Am Car Foundry	44	44	43⅞
Am Woollen	34½	34⅝	34⅝
Atchison	101½	101½	100⅝
Am Locomotive	74½	74	74
Brook Rpd Trst	78½	78½	77½
Balt & Ohio	119⅛	119⅞	118⅝
Chesa & Ohio	58½	58¼	57¾
Canadian Pacific	175¾	175½	174½
Colo F & Iron	51¾	52	51½
Colorado Southern		38	38
Distilleries	69½	69	69
Gen Electric Co	174	174	174
Erie	44	43¾	43⅝
Nipissing	33	33¼	34
Louis & Nash	143¼	143⅝	143⅝
Inter-Boro	36⅝	36¼	36¼
Mexican Central	24	24⅝	24
Missouri Pacific	94¼	94¼	93½
Nor & Western	94		
N Y Central	128	128	127
Ont & Western	45⅝	45⅝	45⅝
Peo C & Gas Co	88⅝		
Reading	140⅞	140⅞	140⅞
Republic Steel	35¼	35	34¾
Sloss Sheffield	72		
Pennsylvania	142⅝	142	141⅝
Rock Island	27¾	27½	27⅜
St Paul	171⅛	170⅞	170⅝
Southern Ry	33⅞	34⅛	33⅞
Southern Pacific	91⅞	91½	91
Northern Pacific	211½	211	211
National Lead	74¾		
Tenn C & Iron	168		
Texas Pacific	36⅞	36	35⅞
Union Pacific	182	181¾	181¾
U S Rubber	49⅛	49	49¼
U S Steel	47¼	46¾	46⅝
U S Steel, pfd	106¾	106⅝	106½
Wabash		19¼	19¼
Wabash, pfd	44	43½	43¼
Western Union	86½	86⅝	86½

Total sales in New York yesterday 308,100 shares.

CHICAGO MARKET REPORT.

Dec Corn	43½	43½	43½
Dec Wheat	73¾	73⅞	73¼
Dec Oats	33½	33½	33⅜
May Corn	44⅛	44	44⅛
May Wheat	78¾	78½	78¾
May Oats	35⅛	35	35
Jan. Pork		13.70	13.70

MONTREAL QUOTATIONS.

Dom Iron & Steel	28¼	29¼	28⅝
Dom I & S, pfd		77½	77½
C. P. R.	175½		
Montreal Power, ex div.	98¾	97¾	98
Illinois Traction	91		
Detroit United	91	91	91
Toronto Street	115		

N. Y. COTTON MARKET.

Nov Cotton	10.10	10.17	10.15
Dec. Cotton	10.09	10.12	10.06
Jan Cotton	10.16	10.18	10.15
March Cotton	10.24	10.35	10.32
May Cotton	10.44	10.43	10.41

JACK LONDON'S CALL

An English critic, in commenting on Jack London's "Call of the Wild" said that parts of the book undoubtedly reflected the author's dominating spirit. If this is true the spirit must be restlessness, because it is now learned that London is to set sail in a forty-five foot craft for a seven years' tour of the world for the Woman's Home Companion. The author writes to the magazine of his purpose.

"As you know, the 'Snark' is a small craft. She is forty-five feet long on the water-line, and at sea is to be propelled solely by the wind. Yet she is equipped with a seventy-horse power engine. When we strike the land, out go the masts, on goes the engine, and away we go up into the land. For instance, we plan to go up the Seine to Paris; up the Thames to London; up the Danube from the Black Sea to Vienna; up the Amazon and other big South American rivers. We expect to spend a month on the canals of China, a summer at Venice, a winter at Naples and certainly a winter at St. Petersburg. And because the boat is small and able to go up into the land, I consider that I shall get in far more intimate touch with peoples and conditions than if I merely hung around the ports.

"I expect to deal largely with the home-life of various peoples, with especial attention to the part that is played by the women and children. I shall knock around a good deal in out-of-the-way places, and shall see ways of living undreamed of by your readers.

"In addition to home life in general, a number of topics occur to me; domestic problems; social structures; problems of living; cost of living, compared with same in United States; education; opportunities for advancement; general tone of peoples, culture, morals, religion, etc.; how they amuse themselves; the marriage and divorce problems; housekeeping; charities; and last but not least, the servant-girl problem."

AFFAIRS IN FRANCE

(Montreal Witness.)

When the parliament of France opens this week political complications of more than ordinary interest are likely to arise. The resignation of the Sarrien ministry at a time when relations with the Vatican had reached a crisis has raised questionings among those who suspect undercurrents behind the reason alleged, namely, the premier's illness, the strength and direction of which can only be estimated as the debates proceed. The situation has been somewhat cleared, however, by the prompt denial in the organ of the Vatican at Rome of the charge that the Pope is in sympathy with the movement for overthrowing the republic. On the contrary, he is represented as thoroughly convinced that the republic is firmly established, and must be accepted as an enduring fact. The efforts of the Royalists press to identify Piux X. with that discredited party have proved abortive. The Republicans are too strong in the chambers to encourage the hope of an adverse vote on the policy of separation of church and state. But the Royalists still hope to arouse popular feeling in the country against the enforcement of the act. So far the controversy has shown that the Pope, whatever his wisdom, is guided solely by religious motives, while the Royalists are inspired by political ambition. It is only giving the Vatican credit for ordinary sagacity to presume that it will not commit the error of making an alliance with a moribund political party.

THE WORLD OF SHIPPING

VESSELS BOUND FOR ST. JOHN.

Steamers—

Almeriana, 1,824, Liverpool, Oct. 28.
Florence, 1609, London, Oct. 19.
Indrani, 2,339, Glasgow, sailed Oct. 17.
Olenda, Bermuda, Oct. 27.
Orthia, 2694, Glasgow to sail Nov. 1.
St. John City, 1412, London Oct. 14.

MINIATURE ALMANAC.

1906 October.		Sun Rises.	Sun Sets.	Tides High.	Tides Low.
29	Mon	7.01	5.14	9.44	3.32
30	Tues	7.03	5.13	10.31	4.22
31	Wed	7.04	5.11	11.10	5.04

The time used is Atlantic Standard, for the 60th Meridian, which is four hours slower than Greenwich mean time. It is counted from midnight to midnight.

PORT OF ST. JOHN.

Arrived.

Wednesday, Oct. 31.

Stmr Cunaxa, 2,048, Starratt, from Manchester; Wm Thomson & Co, general cargo.

Coastwise

Stmr Beaver, 42, Turner, Hillsboro and cld.

Stmr Brunswick, 72, Potter, Canning and cld.

Schr C. J. Coster, 82, Gordon, St Stephen.

Schr Nellie D, 32, Dickson, Beaver Harbor and cld.

Schr Adella, 59, Morrison, Five Islands, N. S.

Schr Hustler, 44, Thompson, fishing and cld.

Cleared.

Stmr Halifax City, 1,562, Allbridge, for Halifax and London; Wm Thomson & Co, general cargo.

Coastwise

Schr E Mayfield, Merriam, Parrsboro.
Schr Yarmouth Packet, Shaw, Yarmouth.
Schr May Belle, Oliver, Dorchester.

Sailed.

Stmr St. Croix, 1,064, Thompson, for Boston via Eastport.

DOMINION PORTS.

CAMPBELLTON, N B, Oct 24—Cld, schr Melba (Br), Hendberry, Vineyard Haven.

CHICOUTIMI, about Oct. 25—Sld, bark Diaz (Nor), Johansen, Calais, France.

CHATHAM, N. B., Oct. 29—Ard, stmr Jamaica (Nor), Philadelphia.

ISAACS HARBOR, N S, Oct 23—Ard, bark Angelo (Nor), Sunde, Buenos Ayres for North Sydney and St. Margarets Bay.

Hillsboro, Oct 27—Cld schr Margaret B Roper, Fatilkingham, Stamford (Conn.)

Newcastle, Oct 26—Cld schr Island City, Suthergreen, New York.

Diligent River, Oct 24—Sld schr E M Roberts, New York.

Parrsboro, Oct 27—Cld schr H J Logan, Howard, New York.

Halifax, N S, Oct 30—Ard stmrs Halifax, from Boston; Senlac, from St John via ports; schrs Barcelona, from Perth Amboy for Sydney; Winifred, from New York; Lucania, from Gluocester (Mass), for Banks (put in to repair gaff.)

Sld—Stmr Ocamo, Buchanan, for Bermuda and West Indies.

BRITISH PORTS.

SHARPNESS, Oct 30.—Ard, stmr Mantinea, St John.

MERSEY RIVER, Oct 30—Ard, stmr Himera, West Bay, N S.

BLACK RIVER, Ja, Oct 29—Ard, bark Freeman, Van Name, Buenos Ayres (to load for Chester, Pa).

BERMUDA, Oct 25 — Sld, stmr Nether Holme (Br), Roberts, Cape Tormentine (to load for west coast of England).

BELFAST, Oct 28 — Ard, stmr Dunmore Head (Br), McFarran, uebec; Teelin Head (Br), Lewis, Newcastle, N B.

Sld, 27th—Stmr Glitra (Nor), Tvedt (from Manchester), Sydney, C B.

GLASGOW, Oct 28—Ard, str Sicilian, Fairfull, Montreal.

GREENOCK, Oct 28—Ard, stmr Kastalia, Webb, Montreal.

ROCHES POINT, Oct 29—Psd, stmr Mantinea (Br), McKinnon, St John, N B, for Sharpness.

Manchester, Oct 29—Sld stmr Manchester Importer, from Montreal.

Swansea, Oct 29—Ard bark Aldo, from Halifax.

London, Oct 30—Ard bark Oskar, from Pasqebiac.

Glasgow, Oct 28—Ard stmr Lakonia, from Montreal.

Liverpool, Oct 29—Ard stmr Jumna, from St John for Manchester.

Manchester, Oct 29—Ard stmr Manchester Trader, from Montreal and Quebec.

Penarth, Oct 29—Ard stmr Norden, from Chicoutimi.

FOREIGN PORTS.

TENERIFE, Oct 29—Sld, stmr Platea, Bahia Blanca.

PORT TALBOT, Oct 30—Ard, stmr Albuera, Swansea, to load for Rio Jenerio.

NORFOLK, Oct 31—Ard, stmr Trebia, Baltimore.

SANTA CRUZ, Ten., Oct 24—Ard, schr Annie M Parker (Br), Carter, Bear River (28 days).

BUCKSPORT, Me, Oct 29—Ard, schr Lizzie D Small, New York.

NEWPORT NEWS, Va., Oct. 28,—Ard, strs Simonside (Br), Robson, Baltimore.

NEW LONDON, Oct 29.—Sld, schr Margaret G, Advocate Harbor.

SAUNDERSTOWN, Oct. 29.—Sld, bk Peerless, New York for Yarmouth, N S.

Calais, Me, Oct 30—Sld schr Carrie A Morton, for Tusket (N S.)

Salem, Mass, Oct 30—Ard schrs F & E Givan, from Boston for St George (N B); Silver Wave, for St John.

Saundrstown, Oct 30—Sld schrs Harold D Cousins, from St John for Philadelphia; Rebecca W Huddell, from do for New York.

New York, Oct 30—Cld stmrs Majestic, for Liverpool; Rosalind, for Halifax and St John's; schr Minnie, for Halifax.

Antwerp, Oct 29—Ard stmr Montreal, from Montreal and Quebec via London.

New London, Conn, Oct 30—Sld schr St Bernard, ——; Venturer, from St John for City Island.

City Island, Oct 30—Bound south, schr Phoenix, Parrsboro (N S.)

Bahia Blanca, Oct 23—Ard bark Dalston, from Bridgewater (N S.)

Havre, Oct 29—Ard schr Elsie, from Newcastle (N B.)

Boston, Oct 30—Ard bark Belmont, from Rio Janeiro.

Old—Schrs Lotus, for St John; Garfield White, for Point Wolfe (N B.)

Vineyard Haven, Mass, Oct 30—Ard schrs Alaska, from Grantenburg for Lubec; Jennie A Stubbs, from New York for Two Rivers (N S); Hattie C, from Edgwater for Digby (N S); Mary Lee Newton, from Whiting for do; Alicia Maud, from St John for New Bedford; Blue Nose, from River Hebert for Fall River; Prudent, from Sackville for orders; J Kennedy, from Calais for this port to discharge.

Sld—Schrs Annie A Booth, from St John for New York; Sarah Eaton, from Calais for do; Centennial, from Dennsyville, for do; Anna A Lockwood, from Sackville for Philadelphia; Addie Fuller, from Shulee (N S), for Providence; Lizzie Cochrane, from Machias for do; Ida May, from St John for New London; Clayola, from Sackville for New Haven.

Passed—Schrs Ellen M Mitchell, from St John for New York; Almeda Willey, from St John for Philadelphia; Francis A Rice, from Bellevue Cove for Providence.

SPOKEN.

Bark Lawhill (Br), Jarvis, New York for Cape Town, etc., Oct 9, lat 28 N, lon 40 W.

REPORTS, DISASTERS, ETC.

HYANNIS, Mass, Oct 30—Schr J Arthur Lord, from St John, with a cargo of lumber, which sailed for New York this forenoon, went ashore on Southwest Ground, but is expected to float at high water.

VINEYARD HAVEN, Mass, Oct 30 — Schr Laconia, Campbell ton for New York, at this port, reports experienced heavy southwest gale 25th inst, when sixty miles northeast from Cape Cod, and a portion of deck load of laths was washed overboard and lost.

NASSAU, N P, Oct 25—The efforts of tug North America to float schr Chauncey E Burke (before reported stranded at Sandy Point, Abaco), have failed. The schooner has been stripped and the tug, with lighter Lottie, sailed 17th for Philadelphia.

VINEYARD HAVEN, Oct 29—Schr Annie A Booth, from St John, N B, for New York, while lying at anchor here today, in heavy westerly gale, fouled schr Lavonia (Br), also at anchor. The Booth had port rail broken and part of headgear carried away. The Lavonia received slight damage. In a gale 100 miles E of Chatham the Lavonia blew away jib and lost a portion of deckload of laths overboard.

DANGERS TO NAVIGATION.

BOSTON, Oct 29—Stmr Zanzibar (Br), from Progreso, reports Oct 24, 15 miles off Carysfort light, passed a sunken wreck, apparently that of a schooner. Two of the masts stuck 15 to 20 feet out of the water and the third only 5 feet. This was broken off and was held to the wreck by the rigging. There was no drift wreckage in the vicinity and the identity of the schooner could not be ascertained.

VESSELS IN PORT

(Not cleared.)

With their tonnage, and consignee.

Steamers.

Halifax City, 1,562, Wm Thomson & Co.
Lord Iveagh, 2,137, Wm Thomson & Co.

Barks.

Bonny Doon, 510, R C Elkin.
Ethel Clarke, 399, J A Likely.
Nora, 1,088, Wm Thomson & Co.

Schooners.

Albana, 97, master.
Calabria, 451, J Splane & Co.
Ellen M Mitchell, 335, J W Smith.
Elina, 209, A W Masters.
Freddie A Higgins, 99, J W Smith
Genevieve, 124, A W Adams.
Georgie, 88, J W McAlary.
Harry Miller, 246, A W Adams.
H M Stanley, 97, J W McAlary.
Lizzie H Patrick, 412, master.
Moama, 384, P McIntyre.
Norman, 299, R C Elkin.
Roger Drury, 307, R C Elkin.
Rothesay, 270, J W Smith.
R Carson, 99, F Tufts & Co.
Romeo, 111, P McIntyre.
S S Hudson, 408, John A Williams.
Sallie E Ludlam, 199, D J Purdy.
Tay, 124, P McIntyre.

MARINE NOTES

The schooner Bessie Parker, Captain Carter, arrived at Santa Cruz on the 24th inst., from Bear River, N. S., with a cargo of lumber. She made the passage in 28 days.

Advices received yesterday from Havana, stated that the barkt. Annie Smith, at that port, was not seriously damaged and that she would proceed to Jacksonville, Fla., for repairs.

Schooner Basile, Captain Comeau, has arrived at the West Indies from Belliveau's Cove, making the trip in 14 days. She has been chartered to bring a cargo of salt to Meteghan and Belleveau's Cove.

Capt. William Coley, wrecking agent for the Merritt & Chapman Derrick and Wrecking Company, dropped dead on the deck of the steamer Geo. Farwell, ashore near Cape Henry, Va.

Steamship Victorian, from Liverpool for uebec and Montreal, via Rimouski, sailed from Liverpool at 8 p. m. on Friday with 41 first, 179 second and 434 third class passengers.

The Allen Line Steamship Company has just lost one of its oldest servants in the person of Captain Stirrett, of the Mongolian, who died in his Scottish home on Friday. His vessel had only reached Glasgow from Montreal the day before. His death was sudden and is assigned to heart failure, as the previous day he had seemed in the best of health. He was sixty-five years of age.

Once more the Bavarian has been baulked. At the last moment on Saturday, when the promised attempt at reflotation was to have been made, the Compressed Air Company found that their arrangements were inadequate for the operation, and decided on a further postponement. It is stated officially, however that one serious obstacle to success is now completely removed, as the water in the hatches is under control.

The delay, it is thought, will be of brief duration. Today there will be a high tide, such as would largely facilitate the undertaking, and according to advices received from Quebec late last night it is expected that the company will be ready for its colossal task today.

H. A. Allen, who was recently in Ottawa on business connected with the winter mail service to Canada, stated that instead of the Allan boats running direct to Halifax and there discharging mails and taking in cargo, and the C. P. R. boats running direct t oSt. John and leaving mails there, it was probable that all the boats, both Allan and C. P. R., would land mails at Halifax and go on to St. John to discharge and take on cargo.

The Liverpool service of the Allan Company has three more sailing to make from Montreal this year. The Tunisian will leave Montreal for Liverpool on the 2nd November, Victorian on the 8th, and Ionian on the 16th. This will conclude the present season.

IMPORTS

From Manchester, England, ex stmr Cunaxa:

266 bdls steel bars, M E Agar; 20 cast iron pipes, J R Gillaland; 75 bdls steel bars, 2 bars steel, Leslie & Co; 3 casks earthenware, Linton & Sinclair, 5 bales, 10 cs dry goods, M R A; 50 drums soda, order, C & D; 76 pkgs alum, order, L; 4 cases glassware, order; 21 pkgs earthenware, W H Hayward; 1 case plate glass, M A G; 40 boxes glass, H & Co; 17 pkgs earthenware, O H Warwick.

For Moncton—3 pkgs earthenware, the East Indian Tea Co; 456 steel bars.

For New Glasgow, N S—1 cs machinery, E H Morley.

For North Sydney, C B—2 balescotton waste, Baird & Peckover.

For Springhill Junction, N S—5 bales linoleum, The Dupre Co.

From New York, ex Bonny Doon: 697 tons hard coal, R P & W F Starr.

MARITAL SYMPATHY.

(Correspondent New York Times.)

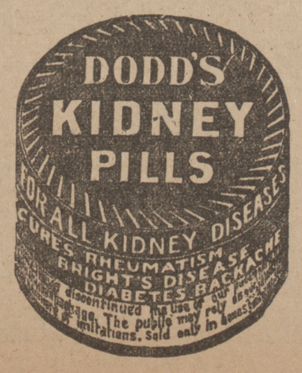
"The late Alfred Lee, author of the famous Champagne Charlie song," said a musician "outlived his popularity by some forty years. Of the song Champagne Charlie everybody had heard, but Alfred Lee, its composer, was an unknown man. Why, this poor fellow made only $30 out of the most famous comic song of the last half century.

"I once met Lee in England. He was quiet and mild and absent-minded. His wife, to tell the truth, found his absent-mindedness rather a trial.

"She began, one day at dinner, to tell him an interesting experience she had had. He sat gazing straight before him. In the middle of the story she broke off.

"'But I see your mind is elsewhere, Alfred,' she said, with a sigh. "I'll tell you this some other time. I'm only bothering you now.'

"'Oh, no, keep right on my dear,' said Lee, 'I'm not listening.'"



DEATHS

MACDONALD. — In this city, Oct. 30th, Ida, second daughter of Robert and Margaret Macdonald, aged 18 years and two months. Funeral from her father's residence, 66 High street, Thursday, Nov. 1, at three o'clock. Service at half-past two.

CONDENSED ADVERTISEMENTS

(Too late for classification.)

WANTED — TWO GIRLS TO WORK IN GLOBE LAUNDRY. Apply at once. 10-30—tf.

WANTED—GIRL FOR GENERAL HOUSEwork, in small flat. Family of three. MRS. H. F. RANKINE, 82 Duke street. 10-31—3t

WANTED—3 OR 4 GENTLEMEN BOARDers. Corner Garden and Charles. 10-31—6t

FORTUNE IN COAL.

Put your savings in BRITISH COLUMBIA AMALGAMATED COAL The investment will give a return of a hundred fold in a short time and provide for you a source of income that will last as long as you live, and increase in value from year to year.

We have only 100,000 shares to sell at the introductory price of 25c per share. This is the first allotment offered to the public, and it will soon be gone. There never was known an instance yet in the Pacific States where coal mining was a failure. On the contrary, it has always been a great success from a financial point of view.

In three years from now, when at least two of the four great properties will be in operation and producing raw coal on a big scale, these same shares will be worth at least $10.00 per share from the dividends it then will pay, and in seven years from now we fully believe that the British Columbia Amalgamated stock will reach the hundred dollar mark, because by that time all the four coal properties now controlled by the Amalgamated Company will then be operated on a big scale, and coke ovens will then be in full operation, producing coal and coke on a large scale. It is really from the coke that the biggest profit to the company is to be derived, and it is the intention of the company to erect coke ovens as soon as possible. The profit will increase from year to year as new markets are found for our products, and the enlargement of production will keep pace with the enlarged demand and consumption.

Our coal is a high class sooking coal, absolutely free from sulphur, and the many assays made of the coal show the following average:

Fixed Carbon,	61.47
Volatile,	31.42
Ash,	3.85
Moisture,	3.26
Sulphur,	None

The coal generates a heat of 14,000 British thermal units, and is equal to the very best bituminous coal in the United States, such as the Cumberland and the Pocahontas, whose coal averages from 13,000 to 14,000 heat units (British thermal).

British Columbia Amalgamated Coal

is the best and safest investment on the market today, and recommeded by bankers and merchants

A Second Crow's Nest.

The Crow's Nest Pass Coal Company was organized in British Columbia in the year 1896, ten years ago. It was the only coal stock that had ever been offered to the public at large in the Dominion of of Canada up to that time. The stock was put on the market in the spring of 1896 and offered to the people at ten cents a share (par value $1.00). This first allotment was sold to school teachers, clerks, merchants, doctors, servant girls, carpenters, and men and women in all walks of life. This brought about the most cheering and gratifying results, and poor men awoke to find themselves independently rich from a small investment.

One thousand shares ($100 par value today have a cash valuation of $325,000, and last year 1,000 shares brought a dividend of $10,600 ($10.60 per share).

Coal experts and engineers who have seen our properties and those of the Crow's Nest are fully agreed that ours are as good if not better, for the reason that we are 500 miles nearer tide-water (Pacific Coast) and our coal is superior for steam, domestic and smithing purposes and fully equal for foundry and smelters' coke. Our company controls 17,500 acres of coal land, estimated by coal experts to contain one billion four hundred million tons of coal, such a vast quantity that the supply would last four hundred years at an output of 10,000 tons a day. One engineer has estimated that our land on Coldwater River has a net valuation of one billion five hundred million dollars, with the coal in the ground as a basis of calculation. Our shares will be increased in value from year to year the same as has been the case with the Crow's Nest Pass Coal Company's stock which today has a market price of $325. per share.

For $250 you can now buy 1,000 shares of BRITISH COLUMBIA AMALGAMATED COAL which in a few years will pay you yearly in revenue more than you can earn in any capacity as a salaried man. For $100 you can secure 400 shares, and so on.

Please call at our office or write for prospectus and reports, etc. If you want to secure a block of stock of the first allotment at 25c. per share we advise you to act quickly, as we have already disposed of more than one-half of the first 100,000 shares. The next issue will be sold at an advance of price.

We furnish the best of bank references.

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BANGOR'S LUMBER OUTPUT

(Bangor Commercial, Oct. 30)

The shipments of lumber from the port of Bangor this year as shown by the books at the surveyor general's office show that there is a falling off of about 32,000,000 feet this year as compared with the shipment during the same period in 1905. The figures for the period from January 1 to October 1 are as follows:—1904, 113,182,181 feet; 1905, 136,178,270; 1906, 104,264,671. The falling off is a deficiency in 1906 of approximately 20,000,000 feet. There is a large decrease also in hemlock, which comes mainly from upriver mills, the shipments for 1906 being 16,000,000 feet less than in 1905. There is a gain in dry pine this year of about 3,000,000 feet. Normally the mills shut down about the middle of November, and at best the production of lumber this year can hardly be reckoned as better than 30,000,000 feet behind that of last year. The Eastern Manufacturing Company expects to reach its total of approximately 50,000,000 feet, which it reached in 1905, but at present the output of the mill is a little behind the 1905 record.

"IN TOWN" A HIT

The Pollard Lilliputian Opera Company scored another hit at the York Theatre last night with their second production of "In Town."

Dainty costumes, bright music, catchy songs and an abundance of comedy made the play thoroughly enjoyable. A very amusing picture is given of the life of the popular actress behind the scenes. The situation becomes very funny when the Duke of Duffshire, the Duchess, their son and daughter, all meet by accident in the green room of the theatre.

Little eight-year-old Ivy Pollard made a great hit as Flo Fanshawe, a dancer at the Ambigurity Theatre. Her song, "Flirting," was especially well received.

Olive Moore as Lord Clanside was a charming boy and in her duets with Ivy Pollard and Jack Pollard, scored another success.

"In Town" will be repeated on Saturday night. The bill for tonight will be "The Mikado."

AT THE OPERA HOUSE

A great compliment has been tendered Owen G. Coll, late president of the dramatic club, of the Young Men's Society of St. Joseph. As a testimonial of their esteem, the club intends to go in a body to the Opera House next Friday night to witness the great play of Zira, by the Ellis Stock Company of which Mr. Coll is now a permanent member and who gives promise of being a very forceful and valuable member. Mr. Ellis, the manager, speaks of him with praise and knows him well, having had his services on previous engagements. As there are about three hundred members of the Society, the audience that night will doubtless fill the house. Zira is a strong play and the new members of the Ellis Co. will appear for the first time.

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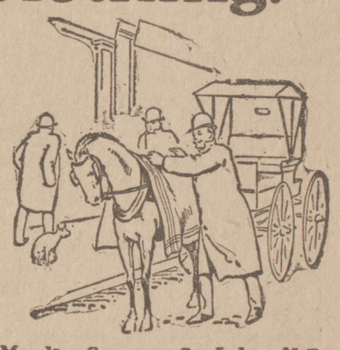

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