Financial and Commercial

WHAT THEY SAY IN WALL STREET

The Monetary Situation Will Govern the Movement of Prices Now.

Money rates do not tend to make brokers desirous of encouraging their customers to load up with stocks, this doubtless accounting for the more conservative trend to the market advices. On Monday call money again touched 7 per cent, while time loans for six months were quoted at 6 1-4 per cent. The view generally held that money would be much easier after the first of the year was hardly corroborated by the quotations for the longer periods, this suggesting that the demands of corporations will soon tend to exhaust the floating supply. It will be recalled that some $300,000,000 of new stock and bonds were put out during the first two months of the present year —Journal of Commerce.

"The sequel to increased dividend disbursements upon representative properties should be higher prices for investment securities. At present there are difficulties in the way of an advance, but at most these difficulties can only postpone, they cannot prevent, reflection in the stock market of the growing intrinsic values of all American securities."—Lathrop & Smith.

"After pointing out the uncertainties of the political situation, we can do little more than to summarize the situation: Protect yourself against the worst possible result by ample margin, for even if the worst comes it is reasonable to expect inside support that would prevent demoralization, and afford opportunity for escape from an unfortunate position; if the election results are satisfactory prepare for a market that, in the face of reactions from time to time, must reflect restoration of confidence bottomed on actual unprecedented National prosperity."—Watson & Alpers.

"It is almost sure that after the election, the monetary situation will act in restriction of full speculation support to the market, and this sentiment will prevail until London monetary circles shall feel confident that American demands are based on strictly commercial necessities and not due to over speculation in stocks. It is logical to expect a gradual lessening of the volume of sterling bills being offered on cotton, and this may have a good effect on our financial relations with the other side. With the election out of the way, there is no other reason for depression in the security list."—Marshall, Spader & Co.

STOCKS BOOM; BONDS DO NOT

Stock Sales for Ten Months Exceed Total for Whole of 1905 Transactions in Bonds Small.

NEW YORK, Nov. 7—Phenomenal activity in stocks and a serious falling off in bond sales form the chief features of the Stock Exchange business for the current year. Stock transactions fell away appreciably in October as compared with the previous two months, but the total for the ten months reaches the enormous figure of 243,955,569 shares, against 169,106,561 shares for the corresponding period of 1905, and 227,442,444 shares for the whole of last year. Bond business, on the other hand, has decreased about one-third.

The monthly sales of stocks on the Stock Exchange for the last three years have been as follows:

	1906.	1905.	1904.
	Stocks		
Jan	38,653,169	17,918,750	10,219,955
Feb	21,276,206	22,343,615	7,287,918
March	19,268,635	23,808,469	10,064,000
April	24,236,969	22,829,518	7,318,833
May	23,726,065	16,711,793	4,321,885
June	20,933,878	8,949,719	4,165,836
July	16,342,010	11,442,090	10,740,229
August	31,793,965	13,684,205	9,781,528
September	25,974,749	13,853,000	16,638,945
October	21,749,983	17,765,402	32,754,423
Total 10 mos.	243,955,569	169,106,561	113,314,454
November	26,926,983	32,172,520	
December	31,408,900	28,175,450	
Total for year	227,442,444	173,662,424	

Bond business declined radically in October, and the total for the ten months of the current year is also much less than the average, as the following table indicates:

	October.	Ten Months.
1906	$56,690,900	$582,992,800
1905	74,015,720	887,18 ,920
1904	149,973,500	701,804,060
1903	73,584,900	569,780,950
1902	68,653,000	776,151,850
1901	64,954,600	832,932 120
1900	42,297,600	394,776,460
1899	47,325,000	734,762,590
1898	59,747,980	656,919,720

BRIGHT MAXIMS OF THE MARKET

Bartlett, Frazier & Carrington, of Chicago and New York, issue a small magazine on securities and commodities. It is called "At The Market." The second number has just been received by the Times. In this issue are articles on the Pennsylvania Railroad, Trading to Make Money, Wall Street Outlook, Copper, Grain, etc. The following Maxims of the Market are bright and interesting: —

The following "Maxims of the Market" are from Bartlett, Frazier & Carrington's lusty little magazine, No. 2, of which has just appeared:

The ticker has no charity for the false theories of traders. The tape is the final test of trade reasoning.

There is only one end for the trader who operates on a five-point reserve.

A stock-market opinion that is not worth twenty-point prediction scarcely justifies the trouble to write an order.

No man ever got rich in speculation who traded counter to his sincere belief. To succeed you must believe in the worth of what you buy.

No man buys a horse on the strength of a prospectus; but many a man thinks that a fugitive tip justifies a market order.

Pedigree is good in men, dogs, horses, and in the stock list. Publicity is as important for a corporation as registration in the Herd Book for a pure-bred Jersey. United States Steel has a good clean pedigree. Buy a little.

The more urgent the demand for cash in hand the better the chance to buy stocks at a bargain. Watch the money market.

Stocks were invented to sell. If you have some that show a big profit sell them when you see signs of tight money.

EXPORTS

For City Islands, for order, per schr Lizzie Partrick, 423,820 feet spruce deals; Stetson, Cutler & Co.

N. Y. STOCK MARKET

Thursday, Nov. 8.

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	111¼	111¾	111½
Anaconda	270¼	270½	271
Am Sugar Rfs	134¼	134	134
Am Smelt & Rfg	155	155¼	155⅝
Am Car Foundry	44	43½	43½
Am Woollen	35	35¼	35¼
Atchison, ex div.	102	99½	99⅝
Am Locomotive	74¾	74¾	74⅞
Brook Rpd Trst	80½	80	79⅞
Balt & Ohio	119¼	118⅝	118¾
Chesa & Ohio	53⅝	53¼	53¼
Cen Leather		26⅝	26¾
Canadian Pacific	175¼	175¼	175¾
Hocking		21	21
Chi & G West	17½	17½	17½
Colo F & Iron	52⅛	52¼	52⅝
Erie	43⅞	43¾	43⅝
Illinois Central	173½	174¼	174¼
Kansas & Texas	33¾	34¼	34¼
Louis & Nashville	143	143	142⅝
Inter-Boro Met	38	38	38
Missouri Pacific	94⅜	94	93¾
Nor & Western	93½	94	94
N. Y. Central	129	128½	128⅝
Ont & Western	45½	45½	45⅝
Pea C & Gas Co	89¼		
Reading	146⅜	146⅜	147
Republic Steel	35⅝		
Sloss Sheffield		74	74
Pennsylvania	140⅝	140⅝	140⅝
Rock Island	28⅜	28⅝	28¾
St. Paul	171⅝	171⅞	172
Southern Ry	33⅝	33½	33⅝
N Y Central Rights		5⅝	5⅝
Southern Pacific	92¾	92¾	93
St Louis and W	220¾	221½	220¾
St. Louis & W. pfd	75⅜	76	76
Texas Pacific	26½	26½	26½
Union Pacific	183¾	183⅝	183⅝
U S Steel	47	47	47¼
U S Steel, pfd	105¼	104¾	105
Wabash, pfd		42⅞	42⅜
Western Union	86¼	86	85¾

Total sales in New York yesterday 967,000 shares.

CHICAGO MARKET REPORT.

Dec. Corn	42½	42⅝	42¼
Dec. Wheat	73⅛	73	72⅞
Dec. Oats	34¼	34⅛	34¾
May Corn	43⅝	43⅝	43¾
May Wheat	78	77⅞	77⅞
May Oats	35⅜	35¼	35¼
Jan Pork	13.97	14.10	14.12

MONTREAL QUOTATIONS.

Dom Coal	63	64	64
Dom Iron & Steel	27½	27¾	27½
C. P. R.	175½	176	176
Twin City	111		
Montreal Power	97¾	97½	97½
Rich & Ont Nav	81		
Detroit United	89⅝	89½	89½
Toronto Rails	115½		
Illinois Traction, pfd		94	94

N. Y. COTTON MARKET.

Nov. Cotton	9.67		
Dec. Cotton	9.62	9.66	9.70
Jan. Cotton	9.67	9.71	9.79
March Cotton	9.85	9.89	9.95
May Cotton	9.97	10.02	10.03

MINING STOCKS

This is how Pittsburg feels the mining boom: "Mining stocks have taken millions of dollars out of this city. It is estimated that $10,000,000 has been sent to various mining camps. An exact estimate of the amount is difficult to make, however, owing to the fact that the promoters peddle their shares among the working class and they are paid for on the installment plan so that the money never reaches the bank."

The public in New York is doing so little in the Stock Exchange securities and doing so much in the mining stocks traded in on the curb that Stock Exchange houses have been tempted to take up the latter. It is said that only through trading on the curb have a number of houses been able to clear expenses of late.

ROYAL RAIMENT

"Rags are Royal raiment, when worn for virtue's sake." This is the motive of the great play tonight at the Opera House by the Ellis Stock Co., and without doubt it will be as strong a play as was ever put on the stage. It will run the balance of the week and the Saturday matinee will be a chance for those who cannot get out at night. The audiences so far this week have been large and enthusiastic.

"Lost Paradise" next week.

ROLLER RACES TONIGHT

This is race night at St. Andrew's Rollaway and the management have provided three good ones. The first will be between Alward and Hammerson and will be alone worth the price of admission. The second will be between Hamm and Campbell. The former fell in the last race and now wants satisfaction. The third will be between those two fast boys, Hunter and Olive. The latter won the last race, but was using racing skates, while the former used the rink skates. Tonight they will both use the same kind of skates, and it will be a great race. The rink is now comfortably heated and spectators and skaters will find it a pleasant place to spend an evening. Tomorrow night is "ladies' night."

HIS BRAND OF REFORM

(New Glasgow Chronicle).

In Amherst they are disputing over the enforcement of the Scott Act. The temperance people blame the council, the council blames the inspector, the latter blames the council, and so they go. They should take Stipendiary Hearn's advice—work more and talk less. In the meantime the bottle trade flourishes, men's clubs are numerous, boys' clubs exist and bars are in full blast. In the name of goodness, when experience shows that people who want whiskey will have it, why not regulate the traffic and inspect the liquor? This surreptitious drinking is making sneaks of those who indulge in it.

Philadelphia, Nov. 7—The board of directors of the Pennsylvania Railroad Company at a meeting today ordered an advance of ten per cent in the wages of all employes receiving less than $200 a month. The increase goes into effect on December 1st. The directors gave the cost of living and the present prosperity of the country as a reason for the advance. Similar action will be taken by all companies in the Pennsylvania system east and west of Pittsburg. About 125,000 are affected by the advance.

Toronto, Nov. 7—(Special)—Although counsel for Charles McGill ,ex-manager of the Ontario Bank, secured the consent of the attorney general for bail for his client in the sum of $25,000. Magistrate Denison refused to admit the prisoner to bail today. He said he had talked with the attorney general and declined the responsibility of taking bail in the case.

HE KNEW TOO MUCH.

"Who's that man who tried to avoid you and pretended not to notice you?"

"That's one of the deacons in our church."

"Does he owe you money?"

"No, but I ran across him in Paris a couple of times."—Cleveland Leader.

MAINE BOARD OF HEALTH TO TAKE PRECAUTIONS AGAINST THE SMALLPOX

(Bangor News.)

Until some skilled political economist shall devise a form of protective tariff to keep small pox from crossing the line from New Brunswick into Maine, it behooves the Maine board of health to be extra watchful, lest the malady escapes from the Maritime Provinces and gets in among the Yankee people. There seems to be grave suspicions that the New Brunswick authorities have been lacking in a proper amount of energy in permitting the malady to linger and spread for year after year without any systematic effort being made to stamp out the infection. For the people of New Brunswick are wide awake and intelligent and watchful for their best interests. As a rule the pupils in New Brunswick schools receive a more thorough education than is given on this side of the line. Among the 100 or more young men who have gone from America to Oxford University under the provision of the Rhodes scholarship fund, those from New Brunswick and Canada were found to be more proficient than those from the United States. All in all, New Brunswick is very wide awake and capable of guarding herself and promoting her own best interests under every condition.

For the foregoing and other obvious reasons it seems very strange that New Brunswick should have permitted a loathsome and filthy disease to remain in certain parishes and counties from year's end to year's end, and should have made so small an effort to eradicate what is surely a serious menace to the welfare of the community. Several Maine physicians who have investigated the infected region in New Brunswick declare that the local authorities employ too much red tape and are too careful to "obey orders" to accomplish best results. The boards of health rely too much upon hearsay as to the prevailing conditions. Instead of making investigations in person, the local doctors accept what they hear as fact and go about more pleasing employments, hoping that good luck will favor them.

On this side of the line the Maine board of health has been very watchful. Again and again have the doctors given danger warnings, and every time the board of health has investigated the cases fully, and taken radical measures to prevent the disease from spreading. For more than two years now, the Maine board of health has stood on the defensive and combatted every case with such marked success that at no time has the disease become epidemic in Maine. But it is hardly to be supposed that invariable good fortune will attend the labors of Maine's guardians. With trains coming through the infected regions in New Brunswick and crossing Maine every day, with workmen traveling too and fro between all parts of New Brunswick and all parts of Maine, it will be a miracle if a serious outbreak of the disease does not show itself between now and the spring. Cold weather is coming on and men are seeking out remote camps to find employment. Small pox is a malady which spreads most rapidly in winter. Though great advance has been made in securing vaccination and in adopting other preventive measures, the best that can be done toward safeguarding the public health is very inadequate without the earnest sanction and support of every citizen. It is a case where the safety of the individual means the safety of the entire community. It is quite impossible for the overworked members of the board of health and their agents to guard the entire frontier of Maine. To make the work effective every resident of the towns which are in danger of infection must volunteer to assist in every way possible, and all must labor untiringly until the danger has passed over.

Meanwhile the fear of God or the love of mankind should so work upon the hearts of the New Brunswick authorities that they shall be moved to invade and abolish the breeding places of the disease for all time.

THE WORLD OF SHIPPING

VESSELS BOUND FOR ST. JOHN.

Steamers—

Almeriana, 1,824, Liverpool, Oct. 28.
Chorena from Manchester, Nov. 4.
Evangeline, 2133, London, Nov. 2.
Indrani, 2,339, Glasgow, sailed Oct. 17.
St. John City, 1412, London, Oct. 14.
Orthia, 2694, Glasgow. Nov.1

MINIATURE ALMANAC.

1906 November	Sun Risss.	Sets	Tides High	Low.
5 Mon	7.11	5.04	1.58	8.07
6 Tues	7.13	5.03	2.40	8.49
7 Wed	7.14	5.01	3.25	9.33
9 Thurs	7.16	5.00	4.13	10.20
10 Fri	7.17	4.58	5.04	11.10
11 Sat	7.19	4.57	5.58	12.00

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.

Thursday, Nov. 8.

Stmr Governor Cobb (new), Captain Pike, from Boston, via Eastport; W G Lee, pass and mdse.

Stmr Senlac, 614, McKinnon, from Halifax and call ports; Wm Thomson & Co, pass and mdse and cld.

Coastwise

Stmr Bear River, 70, Woodworth, Clementsport and cld.

Cleared.

Schr Lizzie H Partrick (Am), 412, Breen, for City Island, for orders; Stetson, Cutler & Co, spruce deals.

Coastwise

Schr Margarett, Julason, St George N B.
Schr Chaparrel, Blinn, Meteghan.

Sailed.

Stmr Florence, 1,609, Barr, for Liverpool, via Halifax.
Tug Lord Kitchener, 110, Stevens, Tusket.

DOMINION PORTS.

INGRAM DOCKS, prior to Nov. 4.—Ard, bark Angelo, Buenos Ayres, via Isaacs Harbor.

PORT MULGRAVE, N S, Oct 21—Psd, bark Malwa, New York for Sithousie; schrs Mechure, New York for Miramichi; Unity, New York for Chatham.

Halifax, Nov 7—Ard, schr Cymbeline, Philadelphia via Shelburne.

Cld—Stmr St John City, St John.

Newcastle, Nov. 5—Cld, schr Baden Powell, McLean, New York.

BRITISH PORTS.

FLEETWOOD, Nov 3.—Sld, stmr Fane, Halifax.

LIVERPOOL, Nov 6.—Ard, stmr Lake Champlain, Montreal.

Lizard, Nov 7—Passed, stmr Sarmatian, Montreal for London and Havre.

Queenstown, Nov. 7—Ard, stmr Majestic, New York for Liverpool (and proceeded).

Liverpool, Nov 7—Sld, stmr Baltic, New York.

St John, Nfld, Nov 4—6.30 a. m.—Passed, stmr Laurentian, Glasgow for Boston.

Manchester, Nov. 6.—Sld, stmr Manchester Trader, Montreal.

FOREIGN PORTS.

BOSTON, Nov 6—Ard, schrs Aldine, Carson, Appie River, N S; Fredonia, Mason, Liverpool, N S; Saratoga, Winters, Mahone Bay, N S; Jennie C, Currie, St John N B; George L Slipp, Ogilvie, Hantsport, N S.

SEKONDI, Africa, prior to Nov. 5.—Ard, bark John S Emery, New York via Axim. Will discharge part cargo and proceed down the coast.

ENSENADA, Cuba, Nov 5—Ard, bktn Allanwilde, Philadelphia.

NEW YORK, Nov 6—Ard, schr, H. J. Hogan, Parrsboro.

PORT READING, Nov 5—Ard, schr Latooka, New York (and cleared for Halifax, N S).

Cld, 5th—Schr Mary L Crosby, Bangor.

PORTSMOUTH, Nov 5—Sld, schr Mt. Hope, Newport News; tug Piscataqua, York, Me., to tow schr Annie Bliss to sea for Shulee, N S.

Boothbay Harbor, Me, Nov 7—Ard, schrs Valetta, St John; Comrade, do; D W B, do.

Buenos Ayres, Nov 3—Ard, bark Limona, Tusket Wedge.

Delaware Breakwater, Del, Nov 7—Sld, schr W B & W L Tuck, from Philadelphia for Windsor.

Fall River, Mass, Nov 7—Ard, schr Bluenose, River Hebert.

New York, Nov 7—Sld, stmr Oceanic, Liverpool.

Cld—Schrs Rewa, St John; Advent, Pickets Wharf (N S).

Portland, Me, Nov 7—Sld, stmr Governor Cobb, Boston for St John.

Boston, Nov 7—Cld, sstmrs Canadian, Liverpool; Governor Cobb (new), Portland, Eastport and St. John.

City Island, Nov 7—Bound south, schrs A P Emerson, St John; Wandrain, Walton; R D Spear, Bridgetown.

Vineyard Haven, Mass, Nov 7—Ard, schrs Latook, Port Reading for Halifax; Crescent, New Haven for Maitland.

Hyannis, Mass., Nov 7—Ard and sld, schr Lucille, Providence for Parrsboro.

Calais, Me, Nov 7—Cld, schrs Evadne, Las Palmas, Canary Islands; Carrie E Look, St George.

Salem, Mass, Nov 7—Ard, schrs Lois V Chaples, Boston for Shulee; Domain, do for do; Garfield White, do for Point Wolfe; Rowena, do for Apple River; G H Perry, do for Harvey; S A Fownes, do for St John; Irene, do for do.

Sld—Schrs Rosa Mueller, Elizabethport; Pardon G Thomson, New Haven; Hunter City Island; Carrie C Ware, Vineyard Haven for orders; Frank Ira, do for do.

SPOKEN.

Bark Sophocles, Dalhousie, for Adelaide, Oct 30, lat 1, lon 26.

Bark Sydenham, Campbellton for Buenos Ayres, Oct 23, lat 29 S, long 40 W.

REPORTS, DISASTERS, ETC.

FATHER POINT, Nov 4—British stmr Tritonia, Glasgow for Montreal, psd in and reported stormy passage. In lat 53, lon 52 passed a large iceberg.

PORT HOOD, N S, Nov 7.—Four schrs of the fleet anchored in this harbor last Monday were driven ashore last night by the severe gale. It is believed that all the crews reached shore on Port Hood Island safely.

SHIPPING SALES.

The British wooden ship Savona, 1,584 tons register, carrying about 2,500 tons on about 23 ft 3 in draught, requires about 50 tons of ballast to stand or sail, and 450 to 500 tons to sail, built by W P Cameron, South Maitland, N S, in 1891, owned by M Dickie, Truro, N S, has been sold for about £1,500, it is believed, to Canadian owners.

The British wooden ship Ellen A Read, 1,750 tons register, carries about 2,700 tons on about 23 ft 6 in, requires about 600 tons of ballast to sail, built by Hatfield & Bros, Tusket, N S, in 1884, yellow metaled in September, 1902, owned by R. Moore, London, and which has been lying at Greenock for three years, has been sold to British buyers for about £1,000 to break up.

VESSELS IN PORT

(Not cleared.)

With their tonnage, and consignee.

Steamers.

Cunaxa, 2048, Wm Thomson & Co.
Dominion, 2581, Dom. Coal Co.

Barks.

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

Schooners.

Arthur M. Gibson, 296, J W Smith.
Calabria, 451, J Splane & Co.
Elma, 299, A. W. Adams.
Genevieve, 124, A W Adams.
Georgie E, 88, J W McAlary.
Harry Miller, 246, A W Adams.
H M Stanley, 97, J W McAlary.
Moama, 384, P McIntyre.
Norman, 299, R C Elkin.
Oriole, 124, A W Adams.
Roger Drury, 397, R C Elkin.
Ronald, 268, J. W. Smith.
Rothesay, 270, J W Smith.
R Carson, 99, F Tufts & Co.
Romeo, 111, P McIntyre.
S S Hudson, 408, John A Williams.

MARINE NOTES

Bark Strathern will load lumber at Boston for Buenos Ayres.

Schr. W. H. Waters, Capt. Belyea, arrived in port yesterday. While on the passage from Stamford (Conn.), she was in collision with another vessel and put into Southwest Harbor (Me.), with sails torn and boom broken. The tug Maggie M., Capt. Gilchrist, towed her to St. John.

Notwithstanding the troubles encountered by the schooner Eric, Capt. Bulmer, lumber laden, from St. John for Vineyard Haven, and which put into Portland (Me.) after a fearful experience, the Portland Express says: "But most amazing, the hardy captain and the equally hardy crew, unwilling to lose such good weather and fearful of another storm, which is predicted, started out on their voyage again this morning (Tuesday) after a good night's rest, not stopping for any repairs; this despite the fact that each watch of the crew is obliged to pump at the rate of 1,200 strokes an hour."

The wrecked four-masted Bath schooner Helen B. Crosby was sold at auction in Rockland Monday by Capt. Wallace to A. J. Bird for $1,000. The cargo of coal was sold to the same party for $2.50. The Rockland Star says: "The sale advertised to take place on the Court House steps was adjourned to the grand jury room. About 50 were present and the bidding on the schooner was brisk. The bidding started at $200. The coal was not looked upon as a likely proposition and the first bid offered was ten cents. W. H. Simmons acted as auctioneer. The chief value of the wreck as it now lies is in t hefour masts, which are stil standing, the other spars and a steam windlass. The sails, rigging and other material had previously been stripped by Boston wreckers, who tried two weeks ago to float the schooner.—Bangor Commercial.

The following information originates from Montreal, and is given for whatever it is worth: "The Canadian Pacific Co. has captured from the San Francisco people the silk trade, while all the Chinese business is now being done by that company. The Pacific Empresses, though capital boats, are not quite up to date, either as to accommodation or speed. The two new Empresses will, it is understood, greatly strengthen this growing business, while two new and faster boats on the Atlantic service will increasingly popularize the St. Lawrence route. Though not official confirmed the statement is believed to be well founded that the C. P. R. is about to add two larger and faster vessels to the Atlantic fleet than the two present Empresses, which will be placed on the Pacific service. The augmentation of the Pacific fleet has been in thet thought of the management for some time past. The trade is increasing at a rapid rate."—Shipping Illustrated, Nov. 3.

Yesterday's Halifax Chronicle says: The Furness liner St. John City, which sailed from London on Oct. 24th, for Halifax, arrived in port at five o'clock last evening after a very stormp passage. The steamer encountered heavy southwest and northwest gales during the first part of the voyage and one day made only 88 miles. From Sunday last to port, she met with a continuation of southeast and northeast gales with rain and fog, but by careful handling on the part of her captain she came through it all without damage. Since Sunday last the captain never took his clothes off, having to be continuously on the alert. The St. John City is this time in charge of Captain P. J. Haggberg, who for some time has been chief officer of the ship and who was formerly on the Ulunda and Damara. The steamer has 1,000 tons of geenral cargo to discharge here, after which she proceeds to St. John.

ARMY WILL BRING 25,000 SETTLERS OUT NEXT YEAR

Brigadier Thomas Howell, the head of the Salvation Army's immigration work, is in the city and stated last night that the army expected to bring 25,000 settlers out to Canada during the season of 1906-1907. The brigadier stated that the army had advertised throughout Great Britain the benefits to be derived in these provinces and he expected that many would settle here, although it was quite early to expect very good results.

Brigadier Howell while here is practically installing Adjutant Jennings as immigration superintendent for the army in its eastern province.

The brigadier went to Fredericon today to interview the government on immigration affairs. He will then return west.

CURRANTS HIGHER ABROAD

NEW YORK, Nov. 7—Cables received from Patras on Monday reported a further advance in the price of currants for prompt shipment, the c. and f. quotation being 28. 9c London quoted the equivalent of 8c laid down here for the lowest grade of Provincials. On the spot the market has a strong upward tendency as the available supply is small, and there is some doubt felt that the Emilia steamer due can reach here by the middle of the month, as she has made many stops since leaving Greece at other Mediterranean ports for additional cargo.

MARRIAGES

SWEENY-McCAFFREY.—At St. Joseph's Convent, on Wednesday, 7th inst., Hannah T. McCaffrey and James B. Sweeny were united in marriage by Rev. J. J. O'Donovan.

WILMOT-HUNT.—In this city, on Nov. 1st, Claud Archibald Wilmot to Jennie Beatrice Hunt.

DEATHS

JORDAN—On the 8th inst., at his father's residence, No. 251 King street East, H. Lee Jordan, in his thirtieth year.

Funeral Saturday, 10th inst., from Trinity church at 2.30 p. m.

—Boston and Montreal papers please copy.

SULLIVAN—In this city, on the 7th inst., after a lingering illness, John Sullivan, leaving a wife and three children, two brothers and one sister to mourn their loss.

Funeral on Friday at 2.30 from his late residence, 15 Drury Lane. Friends and acquaintances are respectfully invited to attend.

CONDENSED ADVERTISEMENTS

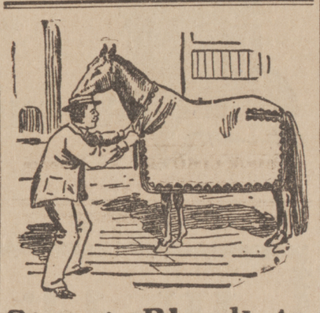
(Too late for classification.)

LOST. — ON THURSDAY, 8TH INST., from 171 Princess street, young white and maltese cat, with a blue ribbon around neck. Finder liberally rewarded on returning to DR. MELVIN, above address. 11-8—2t

LOST—A BUNCH OF KEYS, BETWEEN post office and corner King and Germain, by way of Prince William. Reward on return to Times office. 11-8—1t

FOR SALE — A WELL ESTABLISHED manufacturing industry. The owner retiring from business. Address "A. B.," Times office. 11-8—6t

STEEL WORKERS WANTED. Riveters, Punchers and Assemblers. Out of town. Steady work. Highest wages. Fares to destination. Apply to Agent at Sun Office, between 5 and 6, or 7 and 9, Friday morning.



Street Blankets,

Storm Blankets, Stable Blankets. Large assortment and lowest prices. Square Street Blankets for out-side use.

No. 1812, size 66x72 inches, Red and Blue Plaid, excellent value, $2.50 each. Weight, 4 1-2 lbs.

No. 0, size 72x72 inches, Gray Striped with Yellow and Blue, weight 5 1-2 lbs., $2.50 each.

No. 1908, size 80x80 inches, Fancy Red and Blue Plaid, weight 8 lbs., $4.30 each.

No. 253, size 90x90 inches, Plain Dark Blue, weight 9 lbs., this is excellent value, $5.00 each.

No. 1961, size 80x80 inches, Yellow Stripe with Red and Black, weight 9 lbs. $5.30 each.

No. 1961, size 90x90 inches, Yellow Stripe with Red and Black, weight 9 1-4 lbs., $6.50 each.

No. 202, size 90x90 inches, Red, Yellow and Green Plaid, weight 9 lbs., $6.25 each.

We also have in stock a great variety of Storm and Stable Blankets which we are offering at lowest prices.

H. HORTON & SON, LTD.,
9 and 11 Market Square.



A Surprise in Biscuits

Every box of Mooney's Perfection Cream Sodas you open—you will find a new delight in these dainty biscuits.

When you want to surprise yourself, give your appetite a treat with

Mooney's Perfection Cream Sodas

HUGH H. McLEAN, Agent,
Fire Insurance and Real Estate
NORMAN L. McGLOAN,
Sub-Agent.
42 Princess Street.

YOU WILL FIND

Your Dollar Bigger at Our November Sale Than at Any Other Place in St. John.

Ladies' Lustre Shirt Waists, white, black and blue. Regular price $1.35, now - - - - - **98c.**

Ladies' Silk Waists, blue, brown and white. Regular price $3.50, for - - - - - **$2.48**

Ladies' Night Gowns, white or colors. Regular price 78c., for - - - - - - - **58c.**

Ladies' Night Gowns. Regular price $1.25, for **98c.**

Ladies' Black Sateen Underskirts. Regular price 98c., for - - - - - - **68c.**

Ladies' Sateen Underskirts, blue, black or brown. Regular price $1.25, for - - - **98c.**

Ladies' Silk Underskirts, - - **$2.98** to **$6.50**

Ladies' All-Wool Golf Vests. Worth $2.50, for **$1.98**

Ladies' All-Wool Golf Vests. Worth $2.00, for **$1.48**

Misses' All-Wool Golf Vests. Worth $1.75, for **$1.25**

Lanies' All-Wool Golf Coats. Worth $3.50, for **$2.48**

Ladies' Grey Frieze Coats. Worth $5.00, for **$3.98**

Ladies' Mixed Tweed Coats. Worth $4.50, for **$2.98**

Ladies' Fancy Tweed Coats. Worth $12.00, for **$8.98**

Ladies' Fancy Tweed Coats. Worth $10.50, for **$6.98**

Ladies' Fancy Tweed Coats. Worth $8.50, for **$6.48**

Ladies' Coats, 7-8 lengths, fancy plaids. Worth $18.00, for - - - - - - **$15.00**

Ladies' Coats, 7-8 lengths, fancy plaids. Worth $16.00, for - - - - - - **$14.00**

Ladies' Coats, 7-8 lengths, fancy plaids. Worth $12.00, for - - - - - - **$10.00**

Ladies' Costumes, all desirable shades and fashionable cut, - - - **$6.00** to **$18.00**

Ladies' bargains in millinery room too numerous to mention.

Men's Heavy Frieze Reefers, storm collar, - **$2.98**

Men's Heavy Frieze Reefers, corduroy lining, storm collar, - - - - **$3.98**

Men's Heavy Frieze Reefers, all-wool, tweed lining, - - - - - - **$4.25**

Men's $12.00 Black Melton Overcoats, - **$9.00**

Men's $12.00 English Beaver Overcoats, long fashionable cut, - - - - **$9.00**

Men's $16.00 English Tourists' Coats, large fashionable plaids, - - - - **$12.00**

Men's $12.00 Canadian Tweed Overcoats, - **$9.98**

Men's $8.50 Canadian Beaver Overcoats, - **$4.98**

Men's $12.00 Showerproof Overcoats, - - **$8.00**

Men's $10.00 Canadian Tweed Suits, - - **$7.48**

Men's $13.00 Hewson Suits, - - - **$9.98**

Men's $15.00 Scotch Tweed Suits, - - **$12.00**

Men's Hewson Tweed Pants, - - - **$2.48**

Men's English Hair Line Pants, - - - **$2.25**

Men's Sanitary Wool Shirts and Drawers, **45c. each**

Men's All-Wool Unshrinkable Shirts and Drawers, - - - - - - - **69c. each**

Men's Double Breasted Cardigans, - - **98c. each**

Men's Black or Blue Overalls. with bib, **48c. each**

Money Back When Wanted.

WILCOX BROS.,
Dock Street and Market Square.