CANADA PERMANENT MORTGAGE CORPORATION

Prudent investors look first to SECURITY. We combine a security that is ABSOLUTE with a 4 p. c. rate to our depositors.

$25,200,000.00 Carefully Invested Assets
6,000,000.00 . . Paid up Capital
2,200,000.00 . . Reserve Fund

Trustees are empowered by Order-in-Council to invest in the Securities of this Corporation.

MARITIME PROVINCES BRANCH:
Prince William Street and Market Square, St. John, N. B.

EDMUND B. LeROY, Manager

Financial and Commercial

COMMENT ON THE STOCK MARKET

(Montreal Witness, Friday.)

The New York market has been narrow and devoid of public interest this week. Business has been restricted to the professional element, and price changes can only be accepted as significant of their manipluations. The market is not yet ripe for any pronounced forward movement on account of the difficulties in the money situation. There are signs, however, that the monetary atmosphere will soon be cleared, although it is not to be expected that there will be no tightening of call money rates before the end of the year. The heavy December and January disbursement will in turn act adversely on the money market, but in case of a quiet period in the security markets there may be no undue inflation of money rates. The Bank of England position was shown to be greatly improved in yesterday's statement the proportion of reserves to liabilities increasing over four per cent on the previous week's figures. This has given European speculators a hopeful gleam of the future, and already they have tried to force American prices upward, without response, however, on this side of the ocean.

The local market has not exactly followed the trend of conditions in Wall street, as might be expected. Early in the week there was a flutter in the greater market, but there was no response at this point the tendency being towards weakness rather than strength. Yesterday, there was a better feeling all round, due to the hopes expressed that the Iron-Coal trouble would soon be settled, and the whisper of a renewal of bounty payments. The iron and steel stocks were naturally favorably influenced by such news, and prices advanced accordingly. The market rules dull, with a small volume of business to record from day to day, but there is hope that on the turn of the year there will be more activity.

STAY IN CANADA

LONDON, Ont Nov. 30—D. M. Stewart general manager of the Sovereign Bank, spoke at the luncheon of the Canadian Club here yesterday on the "Canadian Banking System." He gave a historical survey of the banking system in Canada, showing the connection between banking and prosperity. Mr. Stewart stated that in his opinion there were not too many branch banks in Canada to cope with the growth of the country.

In the course of his address, Mr. Stewart said: "Young men there is no necessity for you to go to the United States. You will do far better at home, where I am convinced that the same amount of hard work, the same amount of honest, concentrated effort, will bring larger results than in the United States or in any other country. With the inevitable development which is to take place in Canada, the banking system will continue to undergo the necessary process of evolution, and will be found to adapt itself as time goes on, more and more adequately to the demands of the country and the requirements of our people."

GREAT RESPECT FOR HILL

(Montreal Herald.)

A student of Wall Street says:—"Name me any railroad president or capitalist who could put through such a transaction as the Hill ore trust, appoint his three sons trustees, give out such information as he chooses and withhold what he cares to, and yet not have a finger of protest raised by either stock holders or public. Could E. H. Harriman do it? Both public and stockholders trust in Mr. Hill implicitly and know he gives fairly and generously. It reminds one of the Atlantic Coast Line under the rule of the elder Walters. Mr. Hill hasn't proclaimed the fact that all these properties be onged to him personally and were secured with his own money, and that he might have kept them and sold them for his own profit just as other lands on the Mesabe range have been sold for individual profit. As president of the Great Northern he has worked as few men have worked. Yet he has never received a penny of salary. How many railroad presidents can say this?

LIVE STOCK SHIPMENTS FROM PORT OF MONTREAL

(Montreal Herald).

The shipments of live stock from the port of Montreal for the season just closed show a considerable increase over last year's shipments. In cattle there was an increase of 9,864 head. Sheep exported from this port show a decrease of 10,245, while the shipments of horses showed a slight increase.

The following table shows the shipments of live stock from the port of Montreal to the different foreign ports for the season 1906:

	Cattle.	Sheep.	Horses.
London	60,331	2,603	7
Glasgow	31,158	3,896	106
Liverpool	24,795	4,650	
Bristol	7,202	299	17
Manchester	6,227		
Havre	2,471		
Newcastle	475		
Caraim	479		
South Africa	81	173	511
Total	128,169	10,791	641

The following table shows the shipments of live stock from the port of Montreal for the season of 1906, with comparisons:

	Cattle.	Sheep.	Horses.
1906	128,169	10,791	641
1905	118,296	21,036	626
1904	112,641	48,075	375
1903	147,201	60,07	573
1902	77,156	45,830	519
1901	73,791	54,558	1,358
1900	92,189	34,838	2,853

The following table shows the shipments of live stock from the port of Montreal for the month of November, 1906:

	Cattle.	Sheep.	Horses.
Liverpool	4,378	1,100	
London	6,392	300	
Glasgow	4,727		11
Manchester	541		
Havre	150		
Total	16,188	1,400	11

N. Y. STOCK MARKET

Monday, Dec. 3.

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

	Saturday's Closing.	Today's Opening.	Noon.
Amalg Copper	113½	113⅞	114¼
Anaconda	281½	281¾	280⅝
Am Sugar Rfrs	133⅜	134¼	134¾
Am Smelt & Rfg	152	152½	153⅜
Am Car Foundry	45¼	45⅝	45
Am Woollen		34⅜	34½
Atchison	105⅛	106½	105½
Am Locomotive	76	76¼	76
Brook Rpd Trst	80½	80¾	81¼
Balt & Ohio	119⅜	119⅝	119⅝
Chesa & Ohio	57¼	58⅛	58¾
Canadian Pacific	183	185½	186
Hocking		28¾	28¼
Colo F & Iron	55	55⅜	55⅜
Consolidated Gas		137½	137½
Erie	44¼	45	45
Kansas & Texas	42⅜	42⅝	42½
Louis & Nashville	146¾	147	147¼
Missouri Pacific	94⅝	95	94⅞
Nor & Western		94¾	95
N Y Central	132	132¼	133¼
Ont & Western	48¼	49¼	49¾
Pacific Mail	43	44	44
Reading	147⅜	148	148⅞
Sloss Sheffield	76	76	76
Pennsylvania	139¾	138⅝	139¼
Rock Island	32½	32¼	32⅝
St Paul	182⅝	182¾	183⅝
Southern Ry	34⅞	34⅞	35¼
Southern Pacific	94¼	94⅝	94⅞
Texas Pacific	38	38⅛	38⅛
Union Pacific	186⅞	187½	188
U S Steel	48	48⅛	48¾
U S Steel, pfd	105	105⅛	105
Western Union	87⅝	87⅝	87⅝

Total sales in New York Saturday, 191,600 shares.

CHICAGO MARKET REPORT.

Dec Corn	42¼	42¼	42¼
Dec Wheat	73⅞	72⅞	72¼
Dec Oats	33	33	33
May Corn	43⅜	43⅜	43⅜
May Wheat	77⅞	77⅞	77⅞
May Oats	34⅞	34⅝	34⅞
Jan Pork	14.75	14.60	14.65

MONTREAL QUOTATIONS.

Dom Coal	66	68	68
Dom Iron & Steel	26¾	27	27⅞
Dom I & S, pfd	71½	71½	72
C. P. R.	183	185½	185½
Toronto Ra ls	116	115	115
Montreal Power	95¾	96	95¾
Detroit United	84¼	83¾	83¾
Illinois Traction		94	94
Mexican Central	56¾		

NEW YORK COTTON MARKET.

Dec Cotton	10.25	10.11	10.09
Jan. Cotton	10.34	10.19	10.07
March Cotton	10.52	10.37	10.23
May Cotton	10.65	10.51	10.37

WALL STREET

NEW YORK, Dec. 3.—The stock market opened strong. Amal. Copper 113⅞. Am. Smelting 152¼. Am Loco. 76½. Anaconda 281¾. Atch. 105½. Brooklyn Trans.t 80½. B. & O. 119¼. C. P. R. 185. Erie 44½. Great Northern pfd 139½. Louisville 146¾. N Y Central 132. Northern Pacific 224¼. Norfolk & Western 44¾. Penna. 138⅝. Reading 147¾. Rock Island 32¼.

The opening quotations for stocks showed a higher range than on Saturday and dealings were active. Low priced stocks were slow, but there were sharp advances in a number of high priced railroads. Canadian Pacific advanced 2¾. Great Northern pfd. 1¾. Virginia Iron 2½. Hocking Coal 1¾, and Ry Steel Spring and Wis. Central a point. The principal fractional gains were in Union Pacific, Chesapeake and Ohio, and Ontario and Western.

TIMES DAILY PUZZLE PICTURE

PHILIPPINES



December 3, 1900—Six years ago today General Gregorio del Pilar, one of the Philippino insurgent leaders was killed in a fight near Cervantes.

Find a Phillipino.

ANSWER TO SATURDAY'S PUZZLE.

Right side down, in man's shirt.

AWFUL SCENES IN WRECK ON RUTLAND ROAD WHEN THREE WOMEN LOST LIVES

Vergennes, Vt., Dec. 1—Disaster fell to the passengers of a train on the Rutland railroad near this station today, when a heavily loaded gravel train, moving swiftly on a down grade crashed into it from the rear. Three women passengers were either killed outright or burned to death in the flames which quickly took possession of the wreckage, and at least twelve other persons were seriously injured. Among those hurt were members of the Drury Opera Company, of New York, an organization of colored singers. The passenger train consisted of two coaches and a caboose, and both the coaches were hurled over the edge of a steep embankemnt. Soon the entire wreckage was in flames, but the injured were saved through the heroic efforts of the trainmen, the fire department of Vergennes and other persons from the town who hurried to the scene of the accident. The cause of the accident was not determined.

H. A. Broad, of Rutland, a salesman for the firm of S. G. Price & Co, of Boston, suffered some injuries in the wreck but was able tonight to tell something of his experience. Mr. Broad was riding in the last car of the mixed train and when the engine of the gravel train struck it, was thrown from his seat and struck on his head. As soon as he regained his feet he attempted to assist some other passengers who were pinned under car seats and broken timbers but he found himself unable to release any of them. The scene, he said, was too awful for description. Flames were bursting through the floor of the car and the shrieks of the injured were agonizing, "Mrs. Lawrence, at whose home I took dinner two days ago," said Mr. Broad, "was pinned under a mass of wreckage and was slowly being crushed to death. There was no means of releasing her and she as well as others in the car begged to be killed in order to escape the torture."

Mr. Broad said that when the flames became too hot for him and he realized that he could do nothing for the injured ones, he climbed through the wreckage and rolled from the car down the embankment. On the way, he grasped the live wire to save himself from falling further and his hand was severely burned. His head was badly bruised and one ankle sprained.

Eye witnesses telling the story of the death of one woman in the wreck say that she was burned in spite of the heroic efforts of a trainman to pull her from the flaming wreckage. The trainman stayed by the woman until his face began to burn and his hands were blistered. The woman was able to talk with him and when she saw that it would be impossible to save her she asked her rescuer to find the $1,500 in money which was in her pocket. Then the fire drove the trainman back and the woman died. The trainman refused to give his name.

J. S. BACHE & CO'S WEEKLY LETTER

NEW YORK, Nov. 30—With only a month intervening before January disbursements (which mark the close of crop-moving operations, and the beginning of substantial cash and other realization of enormous sums in harvest profits), the subject of bonds becomes interesting to that part of the investing public, including individuals, institutions and estates, which find it advisable to place a portion of new funds in good bonds, without reference to other forms of investment, presenting much more attractive income. Because (and it is a saving factor in our commercial progress) there is a well-settled conviction held by banking institutions and hard-headed investors that the preparation for less prosperous times should be carried on, even when the business of the country is most active and gives no sign of abating. It was this tendency on the part of banks to carry a second reserve in high class bonds which made the depressed period around 1903 less severe in its results than the previous corresponding period (1884). The lesson of 1893 for banks was, that something besides commercial risks should be carried in addition to cash; something that, while yielding interest, would nevertheless be available in a mercantile crisis; and the conclusion arrived at and acted upon by the banks all over the country (individually and not concertedly) was, that a good proportion of high class bonds should be kept on hand. This conclusion the banks as a whole have never regretted.

Prices of bonds are now comparatively low. There was a fractional advance in October, but during the past month there has been a swing downward of about 1 1-4 per cent. average in standard issues. We took occasion in August to call attention to the fact that high grade bonds had declined to within a small fraction of the low prices of 1903, and advised bond investors to keep this fact before them when the receipts from the year's great crop began to press for employment. We again call attention to these conditions and recommend action, as this great volume of money will undoubtedly create a demand for bonds after the first of the year, with advancing quotations. Among the bonds of value, with attractively low quotations, are: Rock Island & Pacific Reig. 5's, Colo. & Southern 4's, N. Y. Central 3 1-2's, Atlantic Coast Line, 1st 4's, Louisville & Nashville Coll. Trust 4's, Manhattan Elv. 4's, Norfolk & Western Pocahon. Coal & Coke 4's, Reading Genl. 4's, Southern Pacific Reig. 4's, Oregon Short Line Reig. 4's.

Turning to the stock market, interrupted as the week has been by the Thanksgiving holiday, there have been very few evidences of a substantial movement in prices either way. The leaders have simply marked time while the low priced specialties have enjoyed more attention and activity, with the attainment of slightly higher levels. The Missouri Kansas & Texas, issues have been active and the advance has been accompanied by rumors that control had passed into the hands of the Hill interests. The manipulation has been well conducted, and there is a moderate following on the common stock. The preferred, which was put on a 4 per cent. dividend paying basis some time ago, is gradually taking its place among the minor dividend paying railroad securities. We believe the preferred stock is a safe speculative investment around present prices, for we have no doubt that the dividend will be maintained at the rate of 4 per cent. Rock Island has been fairly strong, and an accumulation for substantial interests seems to have been in progress for some weeks. The maintenance charges of this road during the last year have been proportionatedly larger than those of Union Pacific or Atchison. The whole operation seems to be getting into good shape, and it looks as though reduction in operating expenses would eventually produce fair returns for the holders of the common stock.

During December money will probably remain firm, and on reactions weak holdings will be thrown out, but the bulk of securities seems to be in strong hands. Under easier money, after the first of the year, a renewal demand for investment should set in with advancing prices.

Very truly yours,
J. S. BACHE & CO.

THE WORLD OF SHIPPING

VESSELS BOUND FOR ST. JOHN.

Steamers	Tons	From	Date
London City	1509	London	Nov. 13
Lake Champlain	4685	Liverpool	Nov. 21
Halifax City	1562	London	Nov. 23
Marina	3322	Glasgow	Nov. 24
Mount Temple	6661	Antwerp	Nov. 28
Laurentian	2838	Liverpool	Nov. 28
Empress Britain	8024	Liverpool	Nov. 30
Cassandra	4726	Glasgow	Dec. 1
Inistowen Head	1988	Belfast	Dec. 1
Lake Erie	4814	Liverpool	Dec. 5
Ionian	5324	Liverpool	Dec. 9
Man. Importer	2538	Manchester	Dec. 8
Lakonia	2046	Glasgow	Dec. 8
Lake Michigan	5340	Antwerp	Dec. 12
Sicilian	3964	Liverpool	Dec. 13
Empress Ireland	8023	Liverpool	Dec. 14
Lake Manitoba	4275	Liverpool	Dec. 19
Parisian	5385	Liverpool	Dec. 21
Man. Trader	2136	Manchester	Dec. 22
Montreal	5552	Antwerp	Dec. 25
Empress Britain	8024	Liverpool	Dec. 28

The above list is subject to change by the agents of vessels.

MINIATURE ALMANAC.

1906 December	Sun Rises	Sun Sets	Tides High	Tides Low
3 Mon.	7.51	4.37	0.51	6.59
4 Tues.	7.52	4.36	1.29	7.35
5 Wed.	7.53	4.36	2.10	8.13
6 Thurs.	7.54	4.36	2.54	8.54
7 Fri.	7.55	4.36	3.41	9.40
8 Sat.	7.56	4.35	4.31	10.33

The time used it 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.

Monday, December 3.

Stmr Tunisian, 6,802, Beals, from Liverpool via Halifax; Wm Thomson & Co, general cargo.

Stmr London City, 1,508, Furneaux, from London via Halifax; Wm Thomson and Co, general cargo.

Schr Lady of Avon, 249, Steele, from Philadelphia; R C Elkin, with 504 tons hard coal, for R P & W F Starr.

Coastwise:—

Schr Haines Bros, 46, Haines, Freeport.
Schr Deporter, 121, Walsh, Clark's Harbor.
Schr Hustler, 44, Thomson, fishing.
Schr Bay Queen, 32, Leighton, Grand Harbor.
Schr Ruby, 15, O'Donnell, Musquash.

Cleared

Bktn Shawmut (Am), 408, Reicker, for New York; John E Moore, 2,040,000 spruce laths.

Coastwise:—

Schr Free Trade, Tufts, Port William.
Schr Alma, Dickson, Alma.

Sailed.

Stmr Alcides, 2,181, Mitchell, for Glasgow.

DOMINION PORTS.

VANCOUVER, B C, Nov 30—Sld, ship Barcore (Br), McKentie, Melbourne.

Halifax, Dec 2—Ard 1st, stmrs Empress of Ireland, from St John, and sld for Liverpool; Sarmatian, from London via Havre, and sld for St John; Rosalind, from St John's (Nfld); 2nd, stmr Canada, from Liverpool and sld for Portland (Me); Senlac, from St John via ports.

Cld 1st—Schr Blenheim, for Liverpool (N S).

BRITISH PORTS.

London, Dec 2—Ard, stmrs Iona, from Montreal; Sardinian, from Montreal.

Bristol, Dec 1—Ard, stmr Montcalm, from Montreal and Quebec via Liverpool.

Avonmouth, Dec 1—Ard, stmr Englishman, from Montreal and Quebec via Liverpool.

Falmouth, Dec 1—Ard, stmr Halifax City, from London for Halifax and St John.

Dover Head, Dec 1—Passed, stmr Cunaxa, from St John for Belfast.

Falmouth, Dec 1—S.d, stmr Halifax, from London for Halifax and St John.

Liverpool, Dec 2—Ard, stmr Virginian, from Halifax.

Queenstown, Dec 2—Sld, stmr Etruria, for New York.

Bristol, Dec 2—Sld, stmr Monmouth, for St John.

Scilly, Dec 2—Passed, stmr (presumed) Almeriana, from St John and Halifax for London.

Kinsale, Dec 2—Passed, stmr Dahome, from Halifax for Liverpool.

Lizard, Dec 2—Passed, stmr Hungarian, from Montreal for London.

FOREIGN PORTS.

HAVRE, Nov 30 — Ard, stmr Sardinian, Montreal.

YOKOHAMA, Nov 29—Sld, stmr Empress of India, Vancouver.

CITY ISLAND, Nov 30—Psd, schrs Earl of Aberdeen, Publicover, from Parrsboro for New York; Arthur M Gibson, Howard, St John for New York; bark Glen Ville, Stewart, New York for Halifax, N S; Schr Pacific, Smith, New York for Halifax, N S; schrs George R Aiston, Herman, New York for Halifax, N S; Hugh John, Lohnes, New York for La Have, N S.

Boothbay Harbor, Me,—Ard, schr William Marshall, from St John.

Portsmouth, N H, Dec 1—Sld, schrs Annie A Booth, for St John; Frank & Ira, from South Amboy for St John; J L Colwell, from Port Johnson for St Andrews (N B).

Providence, Dec 1—Ard, schr Hudson, from St John.

Saunderstown, R I, Dec 1—Ard, schr Tay, from Pawtucket for St John.

Portland, Me, Dec 1—Ard, stmr Governor Cobb, Pike, from St John for Boston; schrs Clayola, Pike, from Sackville (N B) for New Haven; Abbie & Eva Hooper, from St John for Norwich (Conn).

Sld—Stmr Governor Cobb, from St John for Boston.

Boston, Dec 2—Ard, stmr Boston, from Yarmouth.

Reedy Island, Dec 2—Passed down, brig Marconi, from Philadelphia for Liverpool (N S).

Delaware Breakwater, Dec 2—Passed out, stmr Flora, from Philadelphia for Sydney (C B).

Boston, Dec 1—Ard, stmr Gulf of Ancud, from England.

Cld—Schrs Pansy, Pike, for St John; Emma A Potter, for Clementsport (N S).

Vineyard Haven, Dec 1—Ard, schrs Sawyer Bros, from Nova Scotia for Philadelphia; R Bowers, from St John for Philadelphia; Emily White, from Bear River (N S); Flora M, from Hantsport (N S); Hunter, from Darro Island for St John.

Passed—Stmr Silvia, from New York for Halifax.

REPORTS, DISASTERS, ETC.

SAN FRANCISCO, Cal., Nov 23—Bark Clan Galbraith (Br), while anchored off Black Point, was fouled this morning by schr Louis, and the bark lost jiboboom and gear.

REEDY ISLAND, Nov 30—Tug Sommers N Smith yesterday reported stmr Manchester Exchange (Br), for Manchester, was ashore on Cross Ledge Shoal about 11 p m Wednesday. She floated, probably unaided. (The Manchester Exchange passed out of Delaware Breakwater at 9.50 a m 29th).

VESSELS IN PORT

(Not cleared).

With their tonnage and consignee.

Steamers.

Montezuma, 5,353, C P R Co.
Montfort, 3555, C P R Co.
Parthenia, 3210, Robert Reford Co.
Tunisian, 6,802, Wm Thomson & Co.

Barks.

Shawmut, 407, John E Moore

Schooners.

E. Merriah, 331, F C Beatteay.
Fauna, 120, A W Adams.
H M Stanley, 97, J W McAlary.
Horace G Morse, 388, R C Elkin.
Isaiah K Stetson, 217, J W Smith.
Lavonia, 266, J W Smith.
Manuel R Cuza, 258, P. McIntyre.
Romina, 384, P McIntyre.
Morancy, 160, J W Smith.
Pardon G Thomson, 162, A Cushing & Co
Perry C. 287, Tufts & Co.
Phoenix, 396, master.
Ravola, 130, J W Smith
Rewa, 122, D J Purdy.
Ronald, 268, J. W. Smith.
S A Fownes, 123, F Tufts & Co
Three Sisters, 275, John E Moore
Venturer, 318, J McAlary

MARINE NOTES

British schooner Reliance was launched at Shelburne, N S, last week. She will engage in the West India and South American trade.

The disabled schooner Alice Maud, before reported ashore at West Quaddy, was towed here Saturday night by tug Maggie M. The owner of the schooner, N. C. Scott, will have the schooner placed on the blocks and repairs made at once.

An exceptionally fine specimen of marine architecture was successfully launched from the shipyard of Joseph McGill, at Shelburne, last Wednesday, the 21st inst., in the shape of the tern schooner which he has been building for Captain Zephan ah Nickerson, of Port Clyde and others. As the new vessel left the ways, she was gracefully christened Addie and Beatrice, by Captain Nickerson's daughter, Beatrice. The Addie and Beatrice is 95 feet keel, 29 feet beam, 10 feet 6 in. hold, and registers 230 tons gross. She was specially constructed throughout, all galvanized and metal fastenins, and was metal sheathed on the stocks. She is to class A 1 for twelve years, in American Record. She will be rigged and made ready for sea at once, and, while being rigged, will take on board lumber for New York. Captain Nickerson will command her.

Mr. McGill is laying the keel for the large freight and passenger steamer he is building for the New Burrell Johnson Iron Co., of Yarmouth. She will be owned by the Three Rivers S. S. Company of P. E. Island and will be delivered next spring. — Ex.

IMPORTS

From Liverpool, ex stmr Tunisian: 300 cs raisins, R & L; 142 bgs walnuts, G & R G; 15 cs bronze coin, Canadian Express; 41 bxs grapes, J F Estabrooks & Son; 2 cs mdse, The Earle Pub Co; 1 bx samples, Gauby & Allison; 153 brls grapes, A L Goodwin; 1 bale woollens, T Hoffman & Co; 3 bales paper F E Holman & Co; 10 pkgs earthenware, W H Hayward & Co; 4 pkgs mdse, London House; 1 cs co tons, J M Montgomery; 2 pkgs mdse, Macaulay Bros & Co; 6 cs hats, D Magee Sons; 2 cks bronze wire, N B Telephone Co; 80 bxs almonds, A L G; 15 boxes do, J & S; 15 boxes do, H & F; 20 boxes do, G E B; 25 bxs do, B & P; 25 bxs do, 151 bxs raisins, B & C; 250 kegs soda, C & D; 47 pkgs nuts, etc. order; 7 cs mdse, M R A; 2 cs mdse, J Shane & Co; 5 pkgs cloths, Scovil Bros & Co; 7 pkgs earthenware, O H Warwick.

For Fredericton—1 cs jewelry, B. F. Griffiths.

For Moncton—1 cs cards, McCoy Printing Co; 250 pkgs soda, order, C D; 1 cs samples, G McSweeny.

For St. Stephen—100 drums soda, St C. Co.

For Woodstock—2 cs machinery, J D Dickenson & Son.

Also cargo for the west.

From London, ex stmr London City: 1,101 chests tea, Anglo Am Tea Co; 1 pkg printing matter, W E Anderson; 250 pkgs gin, 15 cks brandy, C N Beal & Co; 11 chests tea, J Collins; 10 brls ginger, 6 bales mdse, G E Barbour & Co; 76 chests tea, Bower & Bartlett; 188 pkgs figs, D T Co; 20 pkgs coffee, Dearborn & Co; 50 cs tea led, T H Estabrooks; 1 cs mdse, Fraser, Fraser and Co; 10 cs tea lead, W F Hatheway & Co; 14 pkgs mdse, M R A; 1 cs dry goods, Macaulay Bros & Co; 550 cs gin, McIntyre & Comeau; 1 cs mdse, National Drug Co; 530 cs gin, J O'Regan; 2 cks tartar, I F; 2 cks tartar, B C; 550 cs gin, Comean & Sheehan; 2cs mdse, order; 250 tons scrap, order; 20 cs pickles, order, H S W; 50 cs pickles, etc, B & C; 42 cs mdse, N; 21 cs mdse, M W & Son; 40 cs starich, J & S; 4 cs, 1 ck mdse, W A S; 226 pkgs tea, K T; 25 cs mdse, B & Co; 22 pkgs mdse, G S D F; 29 pkgs bristles, T S Simms; 750 cs gin, R Sullivan & Co; 1 pkg clothin, 3 cs bulbs, Wm Thomson & Co; 300 cks cement, W H Thorne & Co.

For Newcastle, N B—50 brls pickles, order, P H.

For Chatham, N B—1 cs mdse, V A D; 5 pkgs mdse, W S L & Co; 11 pkgs mdse, A MacL.

For Campbellton, N B—10 pkgs mdse, G G McK & Co; 4 pkgs mdse, W H M & Co.

For Sackville—15 cs tea, M Wood & Son.

For Fredericton—50 cs pickles, A F R & Son.

Also cargo for the west.

Chas. E. Stevens and bride will leave by this evening's train for their home in Westfield.

The Largest and Choicest Stock of

CHRISTMAS GOODS

In Eastern Canada is to be found at

THE FLOODS COMPANY

31 and 33 King Street

Our assortment is now complete, and for variety has never been so choice.

Christmas gifts that are not only useful but artistic.

Come and see the great display.



RICH CUT GLASS
STERLING SILVER
ENGLISH, FRENCH AND AUSTRIAN CHINA
BRONZES
EBONY GOODS
BOOKS IN GREAT VARIETY
OF BINDINGS
CALENDARS

Including Christy, Harrison, Fisher, Old Home Calendars
St. John Souvenir Calendars

POST CARD ALBUMS

at 25c, 35c, 50c, 65c, 75c and up to $1.75—great value

GOLD HEADED WALKING STICKS AND UMBRELEAS

For Ladies and Gentlemen

AN OLD MAN'S AWFUL RIDE

Picked up by Cow Catcher of Engine He Was Carried Five Miles.

North Adams, Mass., Dec. 1.—Picked up by the cowcatcher of a locomotive while he was walking on the Boston & Maine R. R. track, just east of Williamstown, Richard Edwards rode five miles clinging to the front of the engine, and stepped off his precarious perch unjured at this city tonight. Mr. Edwards is 75 years old. He was going along the railroad track toward his home in the outskirts of Williamstown when the 7 o'clock local passenger train came along and struck him before he was aware of its approach. Mr. Edwards was thrown into the air but fell back upon the engine pilot and clung there throughout the five mile run to North Adams, the engineer meanwhile being entirely unaware of the incident.

Pressed against the front of the locomotive by the air resistance, Mr. Edwards was nearly breathless and benumbed by cold when the train came to a standstill here, but he managed to step down and refused assistance from the astonished train hands. He walked into the station where an examination showed that his only injury was a slight cut on one leg. He was sent back to his home in Williamstown.

IMPROVED TONE IN THE BUTTER AND CHEESE MARKET

(Montreal Herald).

The receipts of cheese this morning were 2,942 boxes. The market shows some improvement though there is no actual change in quotations. Business is still very quiet but there appears to be a firmer tone in the market and holders appear more confident. It is said that the stocks here have been over-estimated by some of those interested in the trade. The season for export is practically over, but it is said that owing to the fact that stocks are unusually light a firm market may be expected this winter.

The larger holders do not appear anxious concerning the situation. It is stated that when the cheap late fall make cheese have been worked off prices should advance. Quotations are steady today at 12c. to 12¼c. for Westerns, November make, and 12½c. to 12⅝c. for October make; Easterns, November 12c. to 12¼c. and October, 11¾c to 11⅞c.

The receipts of butter this morning were 563 packages. The market continues firm in tone under a good demand and rather limited supplies. Choice creamery is quoted at 25c. to 25½c., and second grades at 24c. to 24¾c. Dairy is very scarce and is in good demand at 23c for Western and 23c. for fancy quality roll butter.

The receipts of eggs this morning were nil. The market is very firm. New laid are very hard to obtain and are selling at about thirty cents. Selected are selling at 29c. and No. 1 candled at 21c.

HAMILTON CAR STRIKE IS OVER

Hamilton, Ont., Dec. 2.—In accordance with an order issued Friday night the striking street car men reported for duty Saturday morning and were assigned to their old positions and the strike breakers left town. The public are beginning to patronize the cars again. There is still some trouble over wages but the Ontario railway board will investigate the whole question.

C. P. R. BUY QUEBEC WATER POWER

Ottawa, Dec. 2.—The Capital Power Company at Dechenes, Aylmer, Quebec, has been sold to the Canadian Pacific Railway for $240,000. It is probable that this may be used for the electrification of the Pontiac Pacific Junction railway. It was bought at public auction, there being three bids, the C. P. R. being the highest.

NEW SCHEME FOR STREET PAVING

The regular monthly meeting of the common council is being held this afternoon. The reports of the various boards will be considered. A recommendation from the board of works regarding permanent street pavement will be presented. The question was taken up last year, but laid over, now it will be considered in a different form.

The principle involved requires that a two-thirds majority of rate-payers must be in favor of street paving in their locality before it can be permitted, and a one-third vote against it is an effectual bar to its being laid. The property owners on each side of the street pay one-quarter of the cost and the city the remaining half. If street railway tracks are laid the company also is required to pay their percentage.

C. M. HAYS CONVICTED BUT WILL APPEAL

Toronto, Dec. 2—(Special)—Charles M. Hays, general manager of the Grand Trunk Railway, was technically convicted in the police court Saturday of failing to provide third class carriages and third class fares. The case was adjourned indefinitely for sentence in order to find what the court of appeal will decide upon a stated case.

DIED FROM EXPOSURE

LYNN, Mass. Dec. 2—The body of John Francis, a shoemaker, 60 years of age, who boarded with Hugh Spencer on River St. was found by Mr. Spencer this morning, lying in the yard near his house, death having been caused by exposure to the severe cold of last night.

CRUSHED TO DEATH

DEXTER, Maine, Dec. 2—While engaged in removing a building, Senor Capul, a prominent farmer of Garland, was slowly crushed to death by falling beneath the building. His assistants, horrified at the sight were unable to render assistance to the prostrate man. He was sixty years of age.

N. Y. COTTON MARKET

NEW YORK COTTON MARKET.

NEW YORK, Dec. 3.—Cotton futures opened easy: Dec. 10.11, Jan. 10.18, Feb. 10.25 bid, Mar. 10.37; April 10.41, May 10.51, July 10.50.

Rt. Rev. J. A. Richardson, D. D., bishop coadjutor of New Brunswick, will move his family to Fredericton this week. He will remain in charge of Trinity church, however, till after Christmas.

BIRTHS

ROWSE.—On Dec. 1st, to Mr. and Mrs. Frank Rowse, 27 Richmond street, a daughter.

CONDENSED ADVERTISEMENTS

(Too late for classification.)

WANTED — A NIGHT PORTER. APPLY at once. GRAND UNION HOTEL. 12-3—6t

A REFINED YOUNG LADY WITH SOME means desires nice home in small family or with a lady and will assist enough to recompense for home and board. Apply Box 371. 12-3—1t

LOST — ON SATURDAY LAST, BETWEEN Exmouth street and north end, a parcel containing lady's waist. Finder please leave same at Times office. 12-3—1t

Bailiff Sale.

AT NO. 234 CHARLOTTE STREET, Tuesday, December 4, at 10 o'clock a. m.

Quantity of Furniture distrained for rent.

E. V. GODFREY, Bailiff.
T. T. LANTALUM, Auctioneer.