Financial and Commercial

VARIOUS INFLUENCES AFFECTING WALL STREET

Business Dull Thursday---Roosevelt's Speech at Harrisburg---Standard Oil---Move for Currency Reform--Money Market.

(New York Commercial, Friday).

Business on the Stock Exchange fell away yesterday nearly 50 per cent. from Wednesday's volume, the price movement being as irregular as on any prior day of the week, but the market developing no real weakness at any stage. Nothing definite affecting any particular security came out, and gossip was of an unusually inconsequential character.

President Roosevelt's address at Harrisburg, with its characteristic array of glittering generalities, and the interview with John D. Rockefeller, published by the Cleveland Plain Dealer, in which he heard of the Standard Oil interests, deprecated "the handicaps government can pile upon business to satisfy violent prejudice," directed the mind of Wall street to the possibilities of further intervention by the national administration in the affairs of the great common carriers, and emphasized the attitude of Washington toward the richest and closest corporation in the world. Mr. Roosevelt has made himself pretty clearly understood as an advocate of adequate supervision of the "business use of the swollen fortunes of today." He believes this supervision should be federal, dismiesing as an antiquated superstition the doctrine of "state rights" as applicable to corporate control. There is, of course, no menace to corporate rights in the precept. The danger would lie in the practice. The public is being educated to listen with calmness to teachings once stamped everywhere as heretical, and Wall street received the Harrisburg deliverance with only the slightest show of agitation.

Of more immediate importance were the recommendations of the special currency committee of the chamber of commerce—anticipated in some features by the circular of Alfred H. Curtis—for the reformation of the American currency system by the creation of a central bank of issue or by the issuance by national banks of a new credit currency under the restraint of a graduated tax. The report in which the recommendations are embodied is an admirable review of the whole situation, and the latter of the two relief schemes suggested seems to provide a means of averting the monetary disasters of which Mr. Schiff spoke last winter.

Continued ease in money and the prospect of a reassuring bank statement today eliminated an element of anxiety which has been retarding business, and the announcement that the Bank of England, so far from raising its minimum rate of discount, had made exceptional concessions to London borrowers, reinforced local conviction that nothing but the political uncertainty in this state is responsible for the waiting attidude of the men who really control the stock market. The weekly report of the Bank of England showed a loss of nearly $12,000,000 gold, and that of the Bank of France a loss of nearly $7,000,000.

An advance in the price of copper metal to a new high level for the last 25 years was not without its influence in bring about the improvement in Amalgamated Copper, and the wavering course of Steel common and the decline in Great Northern were traceable to a new batch of rumors concerning the "ore deal."

ILLUSTRATION OF THE VALUE OF ADVERTISING

Standard Oil Uses Printers' Ink to Lay Its Story Before the People --- Following Policy Being Used Successfully b Other Great Corporations --- Company Considered Impervious to Public Opinion Realizing Its Error.

(Mail Order Journal).

There is going on a constant evolution in advertising. Advertising of merchandise or remedies or investment propositions or small everyday wants have ceased to monopolize the attention of readers of advertisements. The politician not long ago turned up in the advertising columns, and he has come to stay. Former Governor Douglas of Massachusetts achieved at a time when the political current ran against the aspirations of his party, a splendid victory at the polls by a vigorous advertising campaign, during which he used full pages in many Massachusetts papers to exploit his fitness for the highest office in the gift of the people of his state. Other politicians have since followed Mr. Douglas' methods in appealing to voters. They have found that it pays better to address voters through the advertising columns instead of renting a hall, for by widely circulated papers a candidate can reach more people than he can get together in a hall—no matter how large.

The franchise seeker has heeded the results which the politician can secure through advertising. The Chicago Telephone Co. is just arguing its claim for a renewal of its franchise in the advertising columns of the Chicago papers. The same policy has been adopted by the Cleveland Traction Co.

Now comes the Standard Oil Co., and tries to soften the heart of the masses by appealing to them through ads. During the latter part of August there appeared in New York papers a full column ad. of the Standard Oil Co. under the modest heading, "Standard Oil Explains Conditions of Export Trade As They Exist." This ad. was nothing less than an appeal to the American press and through the same to the American people to let off on Standard Oil.

Here are a few quotations from the Standard Oil's full column ad.:

"Every producer of petroleum in the United States and all individuals or companies having direct or indirect interests in maintaining the supremacy of American petroleum in the competitive markets of the world cannot fail to view with deep concern and alarm the damage and menace to our foreign commerce traceable to the persistent attacks upon the Standard Oil Company by an influential section of the American press.

"We deem it our duty especially to call your attention to the embarrassment thus created for the managers, agents and salesmen employed in the marketing of American petroleum and its products in foreign countries.

"We cannot believe it is the intention or the desire of the American press to jeopardize the export commerce of all American petroleum, or that its attacks upon the Standard Oil Company have any such motive, yet, unfortunately, these attacks are rapidly leading up to this result.

"The formidable competitors to American petroleum—Russian, German, Roumanian, Galician and Oriental, are very naturally using these press attacks to their own great advantage and to our great detriment. And this at a time when the petroleum of this country needs an increased outlet on account of the largely accumulated stosks above ground due to the immense new oil fields of Kansas, Oklahoma and Illinois."

The Standard Oil Co., through many years of war and stress,as impervious as a rhinoceros and silent as a sphinx, condescends to explain in the form of a column "ad." Who would have dared to have predicted that it would ever come to this? The colossus pleads with the press to deal more considerately with it for the sake of America's foreign trade. That advertisement was the best "copy" the New York dailies have received in many days. In some it will awaken a feeling of sorrow. It is reminiscent of a strong man in tears, inspiring sympathy rather than exultation.

What next? The world progresses. Standard Oil bows to the might of "printers' ink." The pen is stronger than—Standard Oil.

FINE SHOWING OF CANADIAN PACIFIC

Statement for September and for Three Months --- The Stock in Wall Street.

The gross traffic receipts of the Canadian Pacific system for September were $6,101,000, compared with $4,816,000 in September of 1905, representing an increase of $1,285,000 for the entire month. This is equivalent to an expansion of 26.60 per cent. The July and August increases over the corresponding periods of 1905 were 27 per cent. and 29.22 per cent., respectively. The following figures show the weekly earnings for September with comparisons:

	1906.	1905.	Inc.
Sept. 7	$1,357,000	$1,056,000	$301,000
Sept. 14	1,371,000	1,045,000	326,000
Sept. 21	1,369,000	1,169,000	200,000
Sept. 30	2,004,000	1,606,000	398,000
Total	$6,101,000	$4,816,000	$1,285,000

The following table shows the gross earnings for the three months of the present fiscal year, with the ratio of increases over the corresponding months of 1905:

	1906.	1905.	Increase Per cent.
July	$5,882,000	$4,629,174	27
August	6,097,000	4,718,000	29.22
September	6,101,000	4,816,000	26.60
Three mos.	$18,080,000	$14,163,174	27.61

(Montreal Witness).

It is not surprising that Canadian Pacific stock should fall off in price directly after the publication of the one per cent. "bonus" to the shareholders. It is an old game of Wall street to throw stock on the market when a piece of good news comes out, but this is only the case when the news has been, to a certain extent, discounted, and higher prices anticipated. One brilliant exception to this "selling on good news" trick was, of course, the recent declaration on behalf of Union Pacific and Southern Pacific stocks. The market was quite unprepared for such a move; prices were adjusted on the old dividend basis and consequently there were some rapid advances to bring the price up to a level consistent with a fair investment return. On the other hand, Canadian Pacific has been the centre of a most aggressive speculative pool and it is even now a matter of doubt if much of the company's future development has not been discounted to a degree. It must be admitted that the one per cent. bonus or extra dividend, which will be paid out of interest on land sales, is a small "plum" when compared with the bonus received by shareholders in "rights" received on account of new stock. The policy of the executive in declaring an extra one per cent. will be commended by most conservative authorities, while at the same time the shareholders cannot complain that they have been badly treated. It is imperative that the company reserve all the financial force possible for a future of competition and general development.

DAIRY PRODUCE

(Montreal Witness, Thursday.)

The butter market is actively inclined as far as local trade is concerned, but the volume of export business is small on account of the unacceptable prices that are offered by British buyers. In the local jobbing trade dealers say that it is hard to get over 24½c for creamery from the retailers, and that fine dairy grades are in demand to meet the requirements of the trade for a moderate priced article. Supplies are rather scarce, however, and from 19c to 20c is asked, and 18 to 18½c for Manitoba.

Cheese prices showed an upward tendency in the country yesterday, and the Woodstock board was cleared at 13c.; local conditions are still unchanged, however, as there is no improvement in the English market. Westerns are quoted today at 13c to 13 1-8c; Townships, 12 7-8c. to 13c. and Easterns at 12 3-4 to 12 7-8c.

Grand Trunk Earnings

The following table shows the Grand Trunk gross earnings for the month of September, with comparisons:

Sept.	1906.	1905.	Inc.
1 to 7	$ 932,809	$ 856,810	$75,999
8 to 14	864,706	841,107	23,599
15 to 21	906,060	822,392	83,668
22 to 30	1,169,613	1,081,876	27,737
Total	$3,813,188	$3,602,185	$211,603

FIFTY STEAMERS IN WINTER PORT TRADE

In a Few Weeks Vessels of Nine Different Lines Will Be Sailing To and From St. John.

In a few weeks the Winter Port of Canada will boom again with inward and outward going steamships belonging to nine or ten lines doing business. All the warehouses on the west side are now being put in order to receive freight going and coming. The elevators will soon be receiving grain shipmentts from the west, and will be taxed to their capacity this season, for there is a large amount of wheat and barley to go forward through this port. The C. P. R. shunting yards at Fort Dufferin are being put in good shape and enlarged for receiving the cars as they come forward.

A large frost-proof building has been built at the yard near Fort Dufferin, by a western firm, principally for the fruit to be sent to the United Kingdom, or for other perishable articles.

The C. P. Co. will have about eleven steamships on the route, direct to this port, which does not include the two Empresses, and they will have at Sand Point berths Nos. 1, 2 and 3.

The Donaldson line steamship company will have seven of their best steamships in the trade. They will have No. 4 berth at Sand Point, and the warehouse at the new corporation pier.

The Allan line steamship company have secured the eastern side of the I. C. R. wharf to discharge and load their line of five steamers that will come here this season. It may be that their turbiners, the Virginian and Victorian, will also come here for freight. These steamers will also receive a good amount of freight coming by the I. C. R. from Montreal.

The Furness line will also have their regular steamships coming here, which will include the Florence, St. John City, Evangeline and others. They will make weekly trips to London. This company have secured the corporation pier for their inward freight, and after discharging will be moved over to the C. P. R. wharf to receive their outward cargoes.

The Manchester line will run their regular steamers here, and will have the berth on the western side of the I. C. R. wharf. A large trade with Manchester is expected this season, and the prospects look bright for that line, William Thomson & Co. are agents.

The Head line company, who trade with Belfast and Dublin, will have their steamships on the route, including tthe well-known ships, Bengore Head, Dunmore Head and Teelin Head. They will be berthed at the C. P. R. wharf or load their deal freight in the stream.

Then we have the South Africa steamships, probably the same ones that came here last winter. They are the Oriana, Canada Cape, Melville and Wyandotte. These boats will receive their outward cargoes on the western side of the I. C. R. wharf.

The West India line will also have their regular sailings to and from the West Indies, going and returning as far as Demerara. They will have a berth at the corporation pier.

Then comes the new Canada-Jamaica line, which will have steamers plying between this port and Jamaica, calling at Cuba on the way up north. Considerable freight for London, England, and western Canada came by this line last winter, and the company hope to enlarge this trade during the coming season.

As it looks now, about forty steamers or more will take part in the winter port business, belonging to all the lines mentioned above. There will not be a day during the coming season but a steamer should arrive or depart from this port, and everything points to a very busy season.

The following is a list of steamers of the different lines that will come here.

C. P. R. Line—Montezuma, Montford, Mount Temple, Lake Erie, Montcalm, Montreal, Lake Manitoba, Monmouth, Lake Michigan, Lake Champlain, Montrose, Empress of Britain and Empress of Ireland. Total, 13.

Donaldson Line—Alcides, Athenia, Concordia, Tritonia,Salacia, Indrani, Kastalia, and probably a new steamer. Total, 8.

Allan Line—Parisian, Sicilian, Tunisian, Corinthian, Numidian and probably the Virginian and Victorian. Total, 7.

Furness Line—St. John City, Florence, Gulf of Aneud, Evangeline, Annapolis, Dahome and Almariana. Total, 7.

Manchester Line—Manchester Corporation, Manchester Shipper, Manchester Trader and Manchester Importer. Total, 4.

Head Line—Teelin Head,Dunmore Head, Bengore Head. Total, 3.

South African Line — Oriana, Canada Cape, Melville and Wyandotte. Total, 4.

West India Line—Oruro, Orinoco and another new one. Total, 3.

Jamaica Line—Kathinka, Veritas. Total, 2.

THE WORLD OF SHIPPING

VESSELS BOUND FOR ST. JOHN.

Steamers—

Brattingsborg, 1990, Manchester, Sept. 6
Hestia, 2434, Glasgow, Sept. 25.
Jumna, 2693, Leith, Sept. 1.

Barks—

August, 314, Rhyl, Aug 6, and Swansea Aug 8.
Maria C., 896, Trapani, July 7.
Nora, 1088, Antwerp, Oct 30.

MINIATURE ALMANAC.

1906	Sun Rises.	Sets.	Tides High.	Low.
October				
3 Wed.	6.24	5.01	12.00	6.06
4 Thur.	6.26	5.59	0.35	6.42
5 Fri.	6.27	5.57	1.12	7.17
6 Sat.	6.28	5.55	1.48	7.54

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.
Saturday, Oct. 6, 1906.

Arrived.

S. S. Evangeline, 1417, Healey from London via Halifax, Wm. Thomson & Co. general cargo.

Schr Freddie A Higgings, 99, Ward, from Lubec, J W Smith, general cargo.

Schr Almeda, Willey (Am) 493, Hantfield from Boston, J E Moore, ballast.

Cleared.

S. S. Leuctra, 1949, Smith, for Brow Head, Wm. M Mackay, deals.

S. S. Fane (Nor) 697, Lovdal, for Brow Head for orders, George McKean, deals.

Schr Priscilla, 101, Granville, for Nepon-set, Mass. 357,015 ft spruce boards, 890,000 cedar shingles, Stetson Cutler & Co.

Schr Wm L Elkins, (Am) 229, Dixon, for New York. 277,714 ft. spruce plank etc. J. R Warner & Co.

Coastwise—

Schr Narka, Sponagle, Lunenburg.
Schr Cheftain, Tufts, St. Martins.
Schr W, C Clark, Joy, Grand Manan.
Schr Levinka, George, Parrsboro.
Schr Jessie D, Merriam, Windsor.
Schr Maudie, Bardsley, Port Lorne.
Schr L M Ellis, Lent, Westport.
Schr Bay Queen, Leighton, Grand Harbor.
Schr Henry Swan, Cole, Sackville.
Schr Harry Morris, Loughery, St. Martins.
Schr Ina Brooks, Sullivan, Church Point.

Sailed.

S. S. Himera, 2551, Pye for Brow Head for orders via Parrsboro, J E Moore & Co, deals.

S. S. Weehawken, 2101, Harding for Halifax 723,106 gallons oil.

S. S. Tanke, (Nor) 362, Berggren for Mabou, N S.

DOMINION PORTS.

LOUISBURG, CB, Oct. 2—Ard stmr Usher (Br) Perry St. John for Brow Head (for orders).

LIVERPOOL, N. S. Sept 29—Cld, schrs Laura (Br) Innes, New York; Eduardo (Dan) Hassell, Barbados.

Halifax, Oct 5—Sld, stmrs Canada Cape, for Cape Town; Briardene, Crowe, for Bordeaux via Sherbrooke.

Montreal, Oct 5—Sld, stmr Montrose, for London, and Antwerp; Tunisian, for Liverpool.

Hillsboro, Cld, Oct 3—Stmr Edda (Nor), Mendell, for Newark.

Newcastle, Oct 3—Cld, stmr Atlantin, Svensen, Barry Dock.

Quebec, Oct 1—Ard, stmr Cassandra, from Glasgow for Montreal (and sailed).

Chatham, N B, Oct 5—Cld, stmr Brattingsborg, for Manchester.

BRITISH PORTS.

QUEENSTOWN, Oct. 4—Ard. bark Semantha, Andrews, Tacoma.

RHYL, Oct. 3—Ard, schr Hertha (Dan) Bathurst, N B.

BERMUDA, Oct. 4—Ard. schr Hibernia, (Br) McDade, Jacksonville.

BRISBANE, Oct 3—Sld steamer Moana (Br) Neville, Vancouver.

CARDIFF, Oct 4—Ard. stmr Tangara (Br) Kehoe, Parrsboro.

CAPE TOWN, Oct. 3—Ard bark Inverness, (Br) Lewis, Chemainus.

LUNDY ISLAND, Oct.4—Passed stmr Gasson, St. John, N. B. for Newport.

Queenstown, Oct 5—Ard, stmr Lucania, from New York for Liverpool and proceeded.

Moville, Oct 5—Sld, stmr Ionian, from Liverpool for Montreal.

Southampton, Oct 5—Sld, stmr Deutschland, from Hamburg for New York via Cherbourg.

Liverpool, Oct 5—Sld, stmrs Cedric, for New York; Empress of Britain, for Quebec.

London, Oct 5—Sld, stmr Mount Temple, for Montreal.

London, Oct 4—Ard, stmr Halifax City, from Halifax.

Manchester, Oct 4—Ard, stmr Manchester Commerce, from Montreal.

Glasgow, Oct 4—Sld, stmr Stikelstad, for Sydney (N S).

Whitehaven, Oct 3—Ard, bark Walle, from Newcastle (N B).

Belfast, Oct 5—Ard, stmr Vileland, from Newcastle (N B).

Malin Head, Oct 5—Passed, stmr Virginian, from Montreal for Liverpool.

London, Oct 5—Ard, stmr Hibernian, from Montreal.

FOREIGN PORTS

RIO JANERIO, Oct. 1—Ard ship Canara, Pensacola.

GREENWICH, Ct. Oct.—Ard schr Onward, (Br) McLean, St. John, N. B.

STAMFORD, Ct. Oct. 4—Sld, bark Grenada, (Br) Gardner, Maitlando, N. S.; schr W. H. Waters (Br), Belyea, St. John N. B.

CARTAGENA, Sept. 29—Sailed, steamer Cimbra, (Dan), Hansen, Sydney, C. B.

Portland, Me, Oct 5—Cld, stmr Philadelphia, Gardner, for Liverpool (N S).

Saunderstown, R I, Oct 5—Sld, schr Frank & Ira, Wickford, for St John.

New York, Oct 5—Ard, stmr Campania, from Liverpool.

Cld—Stmrs Philadelphia, for Southampton; Umbria, for Liverpool; Columbia, for Glasgow.

Sld—Stmr Celtic, for Liverpool .

Calais, Me, Oct 5—Sld, schr Elm City, for Cheverie (N S).

Vineyard Haven, Mass, Oct 5—Ard, schr Cora May, from New Bedford for St John.

Antwerp, Oct 3—Ard, stmr Virginian, from Montreal via London.

City Island, Oct 5—Bound south, schrs Laura, from Liverpool (N S); Rodney Parker, from Calais (Me).

Bound east—Stmr Nanna, from Newark for Hillsboro (N B).

Delaware Breakwater, Del, Oct 5—Sld, schrs Harry Knowlton, from Philadelphia for Calais; Mayflower, from do for Parrsboro (N S).

Boothbay Harbor, Oct 5—Ard, schr Princess, from Port Gilbert (N S).

REPORTS, DISASTERS, ETC.

VICTORIA, B. C. Sept 25—Temporary repairs on steamer Twickenham (Br) recently ashore; cost of temporary repairs, including dock fee, is $17,000. Repairs will occupy about 20 days.

LAUNCHED—Three masted schooner Herbert May, built for the Rufus Deering Lumber Co. of Portland, was launched at Phippsburg Wednesday afternoon. Length, 140 feet; beam, 33.4 feet; depth, 10.4 feet; gross tonnage, 384.

MONTEVIDEO, Aug 31—Ship Annesley (Br) from Tyne for San Francisco, which arrived here in a damaged condition and with master dead, had put back from the Horn on account of several hurricanes, which caused the damage.

MOBILE, Ala, Sept 30—Bark Hevtor (Br) before reported, is dismasted and nearly a total wreck.

NEW LONDON, Ct. Oct. 4—Joy line steamer Kentucky, from New York for Providence, arrived here this morning under her own steam, with disabled shaft. Dry dock probably necessary.

RECENT CHARTERS.

Danish steamer Nordfarer, 2,397 tons, from Miramichi to United Kingdom, with deals, p. t. pompt.

Schooner Fred B. Balano, 214 tons, from Eastonville, N. S., to New York with laths, p. t.; bark Chas. G. Rice, 679 tons, from Tusket Wedge to New York. p. t.

Dyspepsia, Impure Blood, Sick Headache, Nervousness, Piles, Constipation

are cured by HERNER'S DYSPEPSIA CURE. Price 35c. and $1.00 per bottle at all druggists.

Royal Household Flour

Best for Bread & Pastry

THE OGILVIE FLOUR MILLS CO. LTD. MONTREAL.

VESSELS IN PORT

(Not cleared.)
With their tonnage, and consignee.

Steamers.

Cheronea, 2060, Wm Thomson & Co.
Eretria, 2,255, Wm Thomson & Co.
Mantinea, 1737, Wm. Thomson & Co.

Barks.

Enterprise, 798, A Watson.

Schooners.

Almeda Willey, 493, J E Moore
Annie A Booth, 165, A W Adams
Comrade, 77, J. M. Driscoll.
Effie May, 67, D J Purdy.
Ellen M Mitchell, 335, J W Smith.
Fanny, 91, F Tufts & Co.
Frank and Ira, 98, N C Scott
H M Stanley, 97, J W McAlary.
Harold B Cousens, 366, P McIntyre.
Hunter, D J Purdy.
Ida May, 119, D J Purdy
J L Colwell, 99, N C Scott.
Lavenia, 266 J W Smith.
Lotus, 98, A W Adams.
Morancy, 159, J W Smith.
Rebecca W Huddell, 20, D. J. Purdy.
Roger Drury, 307, R C Elkin
Sea Bird, 82, A W Adams.
Venturer, 318, J W McAlary.
Witch Hazel, 238, F C Beatteay.

MARINE NOTES

Battle line steamer Tangara, Capt. Kehoe, arrived at Cardiff last Thursday from Parrsboro.

British steamship Pruth passed Lundy Island last Thursday on her way to Newport, G. B. from this port with a general cargo.

The new Donaldson line Cassandra arrived at Montreal Wednesday. She will probably be here this winter on the Glasgow route.

The St. John bark Hector owned by Troop & Son before reported as being in the hurricane at Mobile, is dismantled, and nearly a total wreck.

IMPORTS

From London ex S. S. Evangeline:—10 cases mdse, Bowman & Cole; 2 cases mdse, Brock & Paterson; 2 cases mdse, Baird & Peters; 21 cases tea, Bank B N A; 20 cases mdse, Comeau & Sheehan; 1 case dry goods, F. W. Daniel; 62½ chests tea, H W de Forest; 4 casks mdse J M Douglas & Co; 2 cases mdse, T. J Flood; 5 cases candy, W Hawker & Son; 300 cases gin, McIntyre & Comeau; 34 cases tea, C H McDonald; 1 pkg boxboard, A Cushing; 4 cases mdse, Macaulay Bros; 16 pkgs mdse, M R A Ltd; 1 case show cards, Colin Campbell; 7 cases mdse E G Nelson & Co; 50 csks bot. ale, 590 pkgs gin, J. O. R.; 41 pkgs gin, P M O'N; 12 cases preserves, order B, Montreal; 1 case mdse, Scovil Bros; 11 cases jams, W S Patrick; 10 cases mdse, Raymond & Doherty; 4 pockets hops, J Ready; 4 case brisles, T S Simms Co; 3 cases mdse, D J Seeley & Son; 100 cases bot. beer, 30 cases gin, R S & Co.; 10 chests tea Soroco T Co.; 25 chests tea, St J Mer. Co.; 300 casks cement, W H T & Co.; 1 case bulbs, A T Thorne; 30 casks bot. beer Wm. L Williams.

For Campbellton—60½ bags rice, F P Reid & Co.; 10 pkgs ship stores (Nor) ship Olga, Capt. Hansen.

For Moncton—115 bags rice, F P Reid & Co; 2 cases mdse, J D Creighton; 3 casks 4 cases mdse order, W G B; 9 cases 3 csks mdse, order G A R.

For Newcastle, N. B.—9 brls pickles, order, M B.

For Sackville, N B—22 cases pickles, order J L B & S.

For Bathurst—45 chests tea W J Kent & Co.

For Fredericton—4 cases shells, J S Neill. 13 pkgs mdse, order J A B & D V.; 1 case dry goods, F B Edgecombe & Co.

For Woodstock—20 pkgs mdse order H S N & H & B; 17 pkgs mdse order J G.

For St. Stephen—43 cases mdse order A I T Co.; 30 cases pulp &c. order P T B. Also goods to order and for other points.

N. Y. STOCK MARKET

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	114⅞	115	114⅜
Anaconda	281	281½	281
Am Sugar Refs.	136	136½	135¾
Am Smelt & Rfg.	154⅞	155	155¼
Am Car Foundry	45¼	45¾	45⅝
Atchison	104⅜	104	103⅞
Am Locomotive	74	74¼	74½
Brook Rpd Trst.	78	77⅜	77⅝
Balt & Ohio	126⅜	122½	123
Chesa & Ohio	62¼	62¼	62⅛
Canadian Pacific.	178¾	178¾	178⅝
Chi & G West.	19	19	18⅞
Colo F & Iron	57⅜	57	56
Colorado Southern	40⅜	40¼	40¼
Gen Electric Co.	171	173½	177
Erie	47	47	48⅜
Erie First pfd.	76½	77⅜	77⅜
Illinois Pfd.	173½		
Louis & Nashville	147¼	147¼	147¼
Mexican Central	22½	22¼	22¼
Missouri Pacific.	98¼	98½	98⅜
Nor & Western		97	97
N Y Central	140¾	139¾	139½
Ont & Western	48	48½	48½
Pacific Mail	37¼	37½	37
Peo C & Gas Co.	89½	89¾	89¾
Reading	153¾	153¾	152¾
Republic Steel	38⅝	39¼	38¼
Sloss Sheffield	75¾	75¾	73¾
Pennsylvania	141¾	141⅝	141
Rock Island.	29¾	29½	29¼
St. Paul	177	176¼	175½
Southern Ry.	36⅜	36⅜	36¼
Southern Pacific.	95⅜	95⅛	94¾
Northern Pacific.	216½	216	215
Natl Lead	77⅞	78	78
Twin City	113⅞	113½	113½
Tenn C &Iron	157¾	157¾	161
Texas Pacific	39¼	39⅜	39
Union Pacific.	187½	187½	186⅝
U S Rubber	48⅜	50¼	49½
U S Steel, pfd.	107⅞	108¼	107⅞
Wabash pfd.	45¼	45	45

Total sales in New York yesterday. 912,900 shares.

CHICAGO MARKET REPORT.

Dec. Corn	42⅞	42¾	42¾
Dec Wheat.	74½	74½	74½
Dec Oats.	34⅝	34⅜	34⅜
May Corn	43⅜	43¼	43¼
May Wheat.	78⅝	78⅝	78⅝
May Oats	35⅝	35⅝	35⅝

MONTREAL QUOTATIONS.

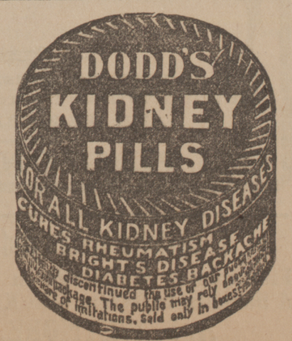
Dom Iron & Steel	28½	28⅞	29½
Nova Scotia Steel	68		
C P. R.	178⅝		
Twin City	114		
Montreal Power.	96	96¼	96½
Northern Ohio Traction	29		
Illinois Traction pfd.		94	94

NEW YORK COTTON MARKET.

Oct Option	10.92	10.87	10.50
Dec Option.	10.97	10.78	10.50
January Option	10.91	10.77	10.52
March Option	11.05	10.86	10.71
May Option	11.10	10.90	10.75

N. Y. COTTON MARKET

NEW YORK, Oct. 6—Futures opened easy. Oct. 10.87; Nov. 10.84; Dec. 10.78; Jan. 10.77; March, 10.86; April, 10.84; May 10.90; June, 10.88; July 10.93.



TULIP BULBS

Red, White, Pink, Yellow and Striped.

P. E. CAMPBELL, Seedsman and Grower, 47 Germain Street, 'Phone 832

Greenhouses Rothsay.

PETERBORO' GETS NEW INDUSTRY

British Capitalists to Start a Large Factory---Will Erect Huge Building.

PETERBORO, Ont, Oct. 5—Hon. Geo. A. Cox, along with Messrs. Henry Coates, of Perth, Scotland, and Jos. Dunwoodie, of Glasgow, met the city council and the terms of their proposition to locate the factory of the Coates Manufacturing Co. in Peterborough were definitely agreed upon. No fixed site was selected, but three locations are under consideration. About 100 acres will be required. The Coates Co. will erect an immense factory building for making carpets and doing lithographic work. They will also build houses for their employes. Messrs. Coates and Dunwoodie left tonight for Quebec, on their return to Scotland. Plans for the new factory are being prepared in Toronto. Mr. Dunwoodie will visit Peterborough again as soon as they are completed.

Although the by-law in favor of granting a free site and exemption to the Peterborough Rapid Tool Company was not carried yesterday by a sufficient majority to make it valid, the directors of the company met the city council this afternoon and decided that the industry would remain here. A vote on the by-law will be taken again at the January election.

THE NEPTUNE CARNIVAL

Tonight, if there be any left, the tickets for the Neptune carnival that are not sold by the club members, will be gathered together and on Monday morning at ten o'clock they will be placed on sale at the St. Andrew's rink box office, together with skate checks. Those who wish skates reserved can get them by buying the skate check and leaving their name and size of skates wanted. The box office will open at 10 o'clock and will remain open continuously until 6.30 p. m. Those who have not secured their admission tickets should do so the first thing as the supply is certain to be very limited—and it's first come first served.

WALL STREET

NEW YORK, Oct 6—Opening dealings were feverish and irregular under the influence of the long expected announcement of the terms of the ore deal. Changes were generally narrow on a large volume of transactions and realizing was in evidence in some of the speculative favorites. First sales of United States Steel were of 8,000 shares at 49 and 48⅞ compared with 49 last night. The price then advanced a fraction; 1600 shares of Amalgamated Copper at ⅛ higher than last night. Atchison rose ⅝ and General Electric shot up 6¼. Great Northern pfd. opened down ¾ and then rallied 2 points. Northern Pacific, St. Paul and C. C. C. and St. Louis lost 1 and B & O ¾.

PARLOR CAR DIVERSION.

"Porter," said the fussy lady in the parlor car, "I wish you would open this window."

The lady in the seat directly across the car heard the request and drew a cloak about her.

"Porter, if that window is opened," she snapped testily, "I shall freeze to death."

"And if the window is kept close," returned the other passenger, "I shall surely suffocate."

The porter stood timidly between the two fires.

"Porter," remarked the commercial traveller, "your duty is very plain. Open the window and freeze one lady. Then close it and suffocate the other."—Puck.

OCCASIONALLY.

"Well, Maggie, you have now been married a year. How do you like your husband?"

"Sober, mum."—Illustrated Bits.

Schroeder (to his neighbor, a widower) —Why did you send your housekeeper away, since she was such a good cook?

The Widower—She made such splendid puddings I was afraid I should marry her. —Fliegende Blaetter.

CONDENSED ADVERTISEMENTS

(Too late for classification.)

WANTED—A GENERAL GIRL. APPLY at once. CARVILL HALL, 71 Waterloo street. 10-6-t. f.

An Enclosure Suggestion

Did you ever stop and figure that the two cents expended in carrying every letter you write will do more than carry that letter? It will also carry additional matter about equal in weight to the letter and envelope. This extra penny's worth of postage can be utilized by enclosing with your letters neat circulars or folders advertising your business, which, if strikingly gotten up, will often gain more attention than if mailed separately. Try this experiment once, with the right kind of printed matter—the kind we do—and you will be convinced.

Telegraph Job Printing Department

Telephone 31a

Stake Your Dollars in Saskatoon Real Estate

and see the result in the near future. The extraordinary development that is going on in Saskatoon will, in our judgment, make the investment one of the very best you could put your money in. Five lines of railway are being built to the east and four to the westward, which will be the means of increasing the train service to twelve passenger trains daily in 1907, in addition a $100,000 traffic bridge is under construction.

Lots centrally situated on the east side of Saskatoon from $125 to $150 per lot, on the west side $100 and upwards per lot. Payable on the easy payment plan of $10 down and $5 per month.

Northwestern Land and Investment Co.

Canada Life Building,
ST. JOHN, N. B.

Accidents

The Climax Policy of Accident Insurance

ISSUED BY THE CANADIAN CASUALTY AND BOILER INSURANCE COMPANY

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Is unquestionably the most marvellous ACCIDENT CONTRACT issued. Acknowledged by Insurance Underwriters and the Public as the BEST Policy selling to-day.

A. G. C. DINNICK, Managing Director

LOCKHART & RITCHIE,
78 Prince Wm. Street.

The Equity Fire Ins. Co.,

A NON-TARIFF COMPANY,

Inviting desirable business at equitable and adequate, but not exorbitant rates. Agents wanted in unrepresented districts.

Edwin K. McKay, General Agent
128 Prince William Street, St. John, N. B.

W. S. BARKER,

Commission Stock Broker.
Room 7 Palmer's Chambers

Stocks, Bond, Grain and Cotton bought or sold for cash or on margin. My New York Correspondents are all members of the Consolidated Stock and Petroleum Exchange. The senior member of one firm is a director of the above named Exchange.

My Montreal Correspondents are one of the leading firms on the Montreal Stock Exchange. My Boston Correspondents are one of the leading firms on the Boston Stock Exchange.

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EUROPEAN AGENCY.

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China, Earthenware and Glassware.
Drapery, Millinery and Piece Goods.
Fancy Goods, Perfumery and Stationery.
Hardware and Machinery.
Photographic and Optical Goods.
Provisions and Oilmen's Stores, etc., etc.

Commission 2½ per cent to 5 per cent.
Trade Discounts allowed.
Original Invoices supplied.
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