

N. B. POTATO GROWERS MEET AT WOODSTOCK

C. Fred. Fawcett, of Upper Sackville, Prof. Blair, Prof. Caldwell and Others Make Interesting Address.

Woodstock, Dec. 27.—There is a large attendance of farmers and others at the Second Annual Convention and Potato Show, under the auspices of the New Brunswick Potato Growers' Association, which opened this afternoon in the Agricultural College, C. G. Cunningham, the secretary, came here from Fredericton to make arrangements for the opening. After some introductory remarks by the president, T. W. Caldwell, of Florenceville, the secretary, C. G. Cunningham, of Fredericton, and the treasurer, W. H. Moore, of Scotch Lake, gave their reports.

Opening Session.
The reading of two papers and the discussion following was the only business transacted. Prof. W. S. Blair, superintendent of the Dominion Experimental Station, Nova Scotia, spoke on the importance of planting vigorous seed stock. An address by C. Fred. Fawcett, of Upper Sackville, on "Successful Methods of Potato Selection," was most interesting. S. J. Moore, representative of the Dominion Seed Branch, opened the discussion on Prof. Blair's address. There is a large number of representative farmers and potato growers present.

Night Session.
The evening session opened at 8.30 o'clock with a large attendance. A. D. Holyoke, former secretary of the Woodstock Agricultural Society, welcomed the delegates in a brief speech. He prophesied that the day would come when New Brunswick would be the greatest potato producing province in the northern zone. He advocated unity of purpose as the greatest asset for potato producers.

T. W. Caldwell, of Florenceville, the president of the organization, gave his annual address. He chose for his subject "The Canadian Potato Industry." Belgium led the world as a potato producing country followed by Great Britain, Holland, Germany, Canada, Sweden, Japan, Austria-Hungary, France, United States, Russia and Italy. This province exports one half the potatoes exported from Canada and Cuba buys 60 per cent. of all the Canadian potatoes.

It will thus be seen that Canada stands fifth amongst the potato producing countries while the United States is tenth. Germany uses 150,000,000 bushels of potatoes yearly for starch alone, an industry that Canada has barely touched. There were 22 recognized potato diseases, four of which did the most damage. If these diseases could be eliminated the province alone would save millions of dollars yearly.

Mr. Caldwell was followed, in the unavoidable absence of Hon. J. A. Murray, minister of agriculture, by J. A. Clark, superintendent of the Dominion Experimental Station, Charlottetown, P. E. I., who spoke on potato growing.

The convention will be in session all day tomorrow when the principal speakers will be G. C. Cunningham, George Partridge, Guy Porter, W. W. Hubbard and W. W. Baird.

CUBAN MARKETS.

Havana, Dec. 16.—Fish market continued steady with good demand which no doubt will not decrease during the season, and following prices—a fraction above or below will be maintained. We quote:

Alaska and Canadian cod in boxes, \$13.50 to \$14 box.
Canadian second cod in boxes, \$11.50 to \$12.50 box.
Canadian cod in drums, \$9.75 to \$10.25 cwt.
Canadian haddock in drums, \$10 to \$10.25 cwt.
Canadian hake in drums, \$8.25 to \$8.50 cwt.
Canadian herrings in boxes, \$1.25 to \$1.50 box.
Potatoes received during the week: 50 barrels, Mount Castle, New York, 1,577 bbls., 7,670 bags, San Mateo, Boston.
400 bbls., Havana, New York, 8,877 bbls., Bella, Kingsport.
Market is well provided, large offerings at a decline and we fear that on this account, a small fraction will be allowed from following quotations:
Barrels, 170 lbs., \$5.75 to \$6.25 bbl.
Barrels, 160 lbs., \$5.25 to \$5.75 bbl.
Bags, \$3.75 to \$5 the 100 lbs.

OFFICE WORKERS

FACTORY WORKERS
and others who labor indoors should always take the strength-compelling tonic-food in

SCOTT'S EMULSION

to keep up their strength, nourish their nerves and increase their energy. SCOTT'S is helping thousands—why not you?

Scott & Borne, Toronto, Ont.

INTERESTING LETTER FROM LIEUT. GUY L. SHORT OF ST. JOHN

Well Known Officer Tells of Experience in His First Dash Over the "Top"—Does Good Work and is Mentioned in Despatches.

A letter recently received from Lieut. Guy L. Short, who has been some time at the front, gives a vivid account of the fighting which has been going on over there and tells of some of the comforts and discomforts of the soldiers' life. His many friends will be glad to learn that he has distinguished himself, and has been mentioned in despatches.

At the time of writing he was at the first army school for a five weeks' course. He pays a tribute to the splendid fighting qualities of the French soldier, and the French people on the way they have carried on in this war.

Some extracts from his letter follow:

I am a real soldier at last! I have been over the top and have come back to tell the tale. Our exploit will figure in the official despatches. We with two other Canadian battalions, completed the capture of a very famous trench which had been attacked several times before, but had to be given up. I think we have now got it for good. Anyhow we held it for a day, and now it is someone else's turn. I can't write much of an account of the action now as my nerves are all on edge. I won't say I had a narrow escape. I had a hundred, as I was in the midst of a regular barrage of high explosive and shrapnel for fully three-quarters of an hour, moving about on top of the ground the whole time. I had one particularly narrow escape. I was walking along the trench when a shrapnel shell burst overhead. A piece of the shell casing flew down, hit the steel helmet of a man in front of me, ricocheted off, hit a Fritz steel helmet I was carrying under my arm, bounced off and hit a button on my coat, and then dropped on the ground. It cracked the button on my trench coat.

I had no sleep and no rest from Thursday morning till about four o'clock Sunday morning. In that time I had walked fifteen miles, ten of them wet to the waist, had taken part in this advance and was pretty well shaken. The colonel complimented me this morning and told me I was M. I. D. (mentioned in despatches). I really did nothing more than my duty. The N. C. O.'s and men were superb.

I don't understand how it is we all keep well when we get wet so much. We have been in wet clothes for forty-eight hours and then have come out of the trenches and slept in a wet place with wet clothes and have been the worse. I suppose it is the open air life.

The weather at present is horrible. Rain, mud, frost and snow make a forty-eight day in the trenches almost an impossibility, besides making conditions so bad in camp, bivouac or billet. The trenches are in a terrible state, which you will realize when I tell you that we often have to dig a man out with our hands who has sunk

to the waist. Shovels are of no use as the beastly glutinous mud sticks to them and cannot be shaken off, it has to be scraped.

St. John must be quite gay with so many soldiers quartered there. Are any of them billeted on the inhabitants? This would give the natives a slight taste of the real war. At present we are in a peach of a billet. An old French woman is the only soul left, but she keeps it as bright and clean as a pin and fairly pesters us with attention. She has a little mongrel which she proudly informed me was "Anglaise," and as it has taken to us, I think that is one reason why she is so kind.

For the French people as a whole I have a great admiration. They not only know the full meaning of "carry on," but they do it, and the farms would discredit some of our western wheat magnates.

The other night the Somme film was shown here and one of our sergeants was playing the piano. Towards the end of the film it shows the German dead and wounded being collected. Our pianist at once broke in to "The End of a Perfect Day."

We have been pretty badly cut up. I marched into this part of the counter-attack at the head of five men. I got out (D. V.) at the head of six. Of course some will come back, the wounded and sick. But oh, the fine fellows I will never see in this world again.

On Thanksgiving night I was out with a working party and had to walk about ten miles. We were under fire for some time, but luckily no one was hit. I thought to myself, "one week of Thanksgiving."

I have been moving around for two weeks and a working party and had to walk about ten miles. We were under fire for some time, but luckily no one was hit. I thought to myself, "one week of Thanksgiving."

I have been moving around for two weeks and a working party and had to walk about ten miles. We were under fire for some time, but luckily no one was hit. I thought to myself, "one week of Thanksgiving."

I have been moving around for two weeks and a working party and had to walk about ten miles. We were under fire for some time, but luckily no one was hit. I thought to myself, "one week of Thanksgiving."

I have been moving around for two weeks and a working party and had to walk about ten miles. We were under fire for some time, but luckily no one was hit. I thought to myself, "one week of Thanksgiving."

I have been moving around for two weeks and a working party and had to walk about ten miles. We were under fire for some time, but luckily no one was hit. I thought to myself, "one week of Thanksgiving."

I have been moving around for two weeks and a working party and had to walk about ten miles. We were under fire for some time, but luckily no one was hit. I thought to myself, "one week of Thanksgiving."

I have been moving around for two weeks and a working party and had to walk about ten miles. We were under fire for some time, but luckily no one was hit. I thought to myself, "one week of Thanksgiving."

I have been moving around for two weeks and a working party and had to walk about ten miles. We were under fire for some time, but luckily no one was hit. I thought to myself, "one week of Thanksgiving."

I have been moving around for two weeks and a working party and had to walk about ten miles. We were under fire for some time, but luckily no one was hit. I thought to myself, "one week of Thanksgiving."

I have been moving around for two weeks and a working party and had to walk about ten miles. We were under fire for some time, but luckily no one was hit. I thought to myself, "one week of Thanksgiving."

I have been moving around for two weeks and a working party and had to walk about ten miles. We were under fire for some time, but luckily no one was hit. I thought to myself, "one week of Thanksgiving."

I have been moving around for two weeks and a working party and had to walk about ten miles. We were under fire for some time, but luckily no one was hit. I thought to myself, "one week of Thanksgiving."

I have been moving around for two weeks and a working party and had to walk about ten miles. We were under fire for some time, but luckily no one was hit. I thought to myself, "one week of Thanksgiving."

KILTIES GET TWENTY-SEVEN MORE RECRUITS

George Finnermore, Former Well Known St. John Baseball Player, One of Number

Special to The Standard.
Fredericton, Dec. 27.—Twenty-seven recruits have been added to the roll of the Kilties 236th Battalion during the first three days of the present week. The Kilties have apparently been the most favored unit in the recruiting body that has taken place in many sections, including Fredericton and district. A number of recruits from the west have arrived here, while at various places in New Brunswick the Kilties are meeting with much success.

In Fredericton five volunteers have been secured during the past two days. One of these recruits was George Finnermore who some years ago was a well known baseball player. Finnermore figured on several professional teams in Maine and New Brunswick and was at one time with the old St. John Alerts. His brother, Sergt. Bert Finnermore of St. John, went overseas with the 64th Battalion and is now in a hospital, having been wounded recently. Other recruits include William Marks of Kingsclear, William C. Richards and Fred Leblanc of Richibucto and William H. Laird of St. Marys.

Gordon Osborne, son of Major W. H. Osborne, enlisted here today with No. 9 Siege Battery stationed at St. John.

STEAMER LOSES ONE OF CREW OVERBOARD
Halifax, Dec. 27.—Norwegian steamship Stenpeten, New York to Havre, with a general cargo, put in here today in a battered condition. There is water in her holds, one of her boats was smashed, while others were damaged; deck plates are bent, stanchions twisted and her captain reported that one of the crew, Gustave Karlson, a Swede, had been lost overboard.

A survey will be held to determine the extent of the damage done. It may be necessary to discharge a portion of the cargo here.

Arrived Wednesday, Dec. 27.
Steamer North Star, Mitchell, Boston via Maine ports, passengers and general cargo.
Steamer Caraque, West Indies, Wm. Thomson & Co.
Coastwise—Schr Arthur M. Nodine; stmr Anne Lord, Apple River; stmr Bear River, Bear River, N. S.

Departed.
Coastwise—Tug Jas. S. Gregory, Point Wolfe; stmr Bear River, Disby.

DOMESTIC PORTS.
Parrsboro, Dec. 22.—Arr. schr. Priss.

MONASTERY OF TRAPPISTS AT OKA BURNED

Immense Building Completely Destroyed, Entailing Loss of Quarter of Million.

Monreal, Dec. 27.—The famed monastery of the Trappist Monks, at Oka, Quebec, was burned to the ground this morning. The fire started about two o'clock, and at seven o'clock the immense building had been completely destroyed. The burned structure contained the chapel, library with valuable manuscripts, etc., and the loss is estimated at about a quarter of a million dollars. There was no loss of life.

The cheese factory and agricultural and experimental farm buildings, operated by the monks, were saved.

SHIPPING NEWS.
MINIATURE ALMANAC.
December—Phases of the Moon.
First Quarter 1st 9h. 55m. p.m.
Full Moon 8th 3h. 44m. a.m.
Last Quarter 17th 2h. 6m. p.m.
New Moon 24th 4h. 31m. p.m.
First Quarter 31st 8h. 7m. a.m.

PORT OF ST. JOHN, N. B.
Arrived Wednesday, Dec. 27.
Steamer North Star, Mitchell, Boston via Maine ports, passengers and general cargo.
Steamer Caraque, West Indies, Wm. Thomson & Co.
Coastwise—Schr Arthur M. Nodine; stmr Anne Lord, Apple River; stmr Bear River, Bear River, N. S.

Departed.
Coastwise—Tug Jas. S. Gregory, Point Wolfe; stmr Bear River, Disby.

DOMESTIC PORTS.
Parrsboro, Dec. 22.—Arr. schr. Priss.

Arrived Wednesday, Dec. 27.
Steamer North Star, Mitchell, Boston via Maine ports, passengers and general cargo.
Steamer Caraque, West Indies, Wm. Thomson & Co.
Coastwise—Schr Arthur M. Nodine; stmr Anne Lord, Apple River; stmr Bear River, Bear River, N. S.

Departed.
Coastwise—Tug Jas. S. Gregory, Point Wolfe; stmr Bear River, Disby.

DOMESTIC PORTS.
Parrsboro, Dec. 22.—Arr. schr. Priss.

Arrived Wednesday, Dec. 27.
Steamer North Star, Mitchell, Boston via Maine ports, passengers and general cargo.
Steamer Caraque, West Indies, Wm. Thomson & Co.
Coastwise—Schr Arthur M. Nodine; stmr Anne Lord, Apple River; stmr Bear River, Bear River, N. S.

Departed.
Coastwise—Tug Jas. S. Gregory, Point Wolfe; stmr Bear River, Disby.

DOMESTIC PORTS.
Parrsboro, Dec. 22.—Arr. schr. Priss.

Arrived Wednesday, Dec. 27.
Steamer North Star, Mitchell, Boston via Maine ports, passengers and general cargo.
Steamer Caraque, West Indies, Wm. Thomson & Co.
Coastwise—Schr Arthur M. Nodine; stmr Anne Lord, Apple River; stmr Bear River, Bear River, N. S.

Departed.
Coastwise—Tug Jas. S. Gregory, Point Wolfe; stmr Bear River, Disby.

DOMESTIC PORTS.
Parrsboro, Dec. 22.—Arr. schr. Priss.

Arrived Wednesday, Dec. 27.
Steamer North Star, Mitchell, Boston via Maine ports, passengers and general cargo.
Steamer Caraque, West Indies, Wm. Thomson & Co.
Coastwise—Schr Arthur M. Nodine; stmr Anne Lord, Apple River; stmr Bear River, Bear River, N. S.

Departed.
Coastwise—Tug Jas. S. Gregory, Point Wolfe; stmr Bear River, Disby.

DOMESTIC PORTS.
Parrsboro, Dec. 22.—Arr. schr. Priss.

ells, Newcomb, St. Stephen, to lay up.
Liverpool, Dec. 22.—Arr. schr. Chambers, Boston.
Shelburne, Dec. 21.—Old stmr. Henry E. Gillen, Nelson, Rockland; G. C. Cleveland, Chase, Rockland.

FOREIGN PORTS.
Boston, Dec. 25.—Arr. schr. Edward Trevo, Newburyport.
Sd Dec. 25 schr. Storm Petrel, Ellsworth.
Jonesport, Dec. 25.—Arr. schr. Alaska, New York for Eastport.
Sd Dec. 25, schr. Lena F. Oxner, Halifax.

New York, Dec. 25.—Arr. schr. A. F. Kinsberg, Machiasport.
Vineyard Haven, Dec. 25.—Arr. schr. L. L. Hamlin, New York for Nantucket; Maud S., South Amboy for Lubec.

Returned Dec. 25, schr. Abbie S. Walker, Elizabethport for Vinalhaven.
Portland, Dec. 26.—Sd stmr. Northland Jones, Liverpool; Victoria II., Rotterdam; schr. Moama, Philadelphia. SPOKEN.

Dec. 24, noon, 30 miles S E of Cape Canaveral, stmr Gov. Cobb, Boston for Key West.

SAM SLICK BEACHED.
The schooner Sam Slick loaded with coal for W. E. Van Blarcom, and bound from Parrsboro, encountered a storm in Digby Gut last Friday. Her foresail and jib were carried away. She was beached but hauled off by the steamer Bear River the following morning.

THE MOAMA PROCEEDED.
The British steamer Moama, lumber laden from St. John, N. B., for Philadelphia, which was reported as anchored last Friday off Cushing's Island point in an exposed position, went to sea on Monday after making repairs to her windlass, which was reported as partially disabled.

MARINE INSURANCE.
Although all vessels now engaged in the trans-Atlantic trade are getting most favorable rates a big hole is being made in the profits of English steamers in the matter of insurance, a rate of 40 per cent. per voyage being now quoted by the Government War Risk Insurance Co. on all British vessels.

CANADIAN GOVERNMENT RAILWAYS.
XMAS AND NEW YEAR HOLIDAY.
Single First Class Fare
Going Dec. 23, 24, 25. Returning Dec. 26.
Going Dec. 30, 31, January 1. Returning January 2, 1917.
Fare and One-Third.
Going Dec. 21, 22, 23, 24.
Going Dec. 28, 29, 30, 31.
Returning January 3, 1917.

TRAVELLING?
Passage Tickets By All Ocean Steamship Lines.
WM. THOMSON & CO., Limited.
Royal Bank Bldg., St. John, N. B.

NOTICE TO MARINERS.
Notice is hereby given that the light on North West Ledge, Brier Island, gas and whistling buoy is reported not burning. Will be relighted soon as possible.
J. C. CHESLEY,
Agent Marine and Fisheries Dept. St. John, N. B., Dec. 27th, 1916.

NOTICE TO MARINERS.
Notice is hereby given that the Cat Rock bell buoy is gone from position. Will be replaced soon as possible.
J. C. CHESLEY,
Agent Marine and Fisheries Dept. St. John, N. B., December 26th, 1916.

NOTICE TO MARINERS.
Notice is hereby given that the light on Trinity Ledge gas and whistling buoy has been reported not burning. Will be relighted as soon as possible.
J. C. CHESLEY,
Agent Marine and Fisheries Dept. St. John, N. B., December 26th, 1916.

GRAND MANAN S. S. CO.
After Oct. 1st and until further notice S. S. Grand Manan leaves Grand Manan, Mondays at 9 a.m., for St. John, returning leaves St. John Wednesdays 7.30 a.m., both ways via Campbellville, Eastport and Wilson's Beach.
Leave Grand Manan Thursdays 7.30 a.m., for St. Stephen, returning Friday 7 a.m., via Campbellville, Eastport and St. Andrews, both ways.
Leave Grand Manan Saturdays 7.30 a.m., round trip St. Andrews, returning 1 p.m., both ways via Campbellville and Eastport.
Atlantic Standard Time.
SCOTT D. GUPPILL, Mgr.

Eastern Steamship Lines.
All-the-way by Water.
INTERNATIONAL LINE
Steamship "North Star."
Leaves St. John Thursdays at 9.00 a.m. (Atlantic time), for Eastport, Lubec, Portland and Boston.
Return, leave Central Wharf, Boston, Mondays at 9.00 a.m., for Portland, Eastport, Lubec and St. John.
MAINE STEAMSHIP LINE.
Between Portland and New York. Passenger service discontinued for the season. Freight service throughout the year.
City Ticket Office, 47 King street.
A. C. CURRIE, Agent, St. John, N. B.
A. E. FLEMING, T. F. & P. A., St. John, N. B.

TUBES FOR STEAM BOILERS
Makers are without stocks and those in dealers hands are very few, but we are still able to fill orders quickly from our stocks in New Glasgow. It is more satisfactory to submit your exact specifications of requirements and have us quote.
I. MATHESON & CO. Ltd.,
Boiler Makers
New Glasgow, Nova Scotia.

TRANSPORTATION ADV.



Start the year backed by the confidence that your friends and folks at home are still your best friends. YOU CAN VISIT THEM BY

NEW YEAR EXCURSIONS
CANADIAN PACIFIC
SINGLE FARE—Going December 30, 31 and January 1st. Return limit, January 2nd.
FARE AND ONE-THIRD—Going December 28, 29, 30 and 31st. Return limit, January 3rd.
Purchase in advance
Tickets in sale at
N. R. DesBrisay, D. P. A.,
C.P.R., St. John, N. B.

CUNARD LINE
CANADIAN SERVICE.
HALIFAX-LONDON PASSENGER SERVICE
From London to Halifax via Plymouth to London, 5 p.m.
Cabin and Third Class.
For particulars of sailings and rates apply to
THE ROBERTS REFORM CO., LTD.
General Agents, 162 Prince William Street, St. John, N. B.

New Zealand Shipping Co. Limited.
Montreal and St. John to Australia and New Zealand.
Proposed sailings from St. John, N.B.
S. S. PARATTAH Dec. 27th
To be followed by steamers at regular monthly intervals.
Loading direct for Melbourne wharf, SYDNEY, AUCKLAND, WELLINGTON, LYTTELTON AND DUNEDIN.
Cargo accepted for all other Australasian ports subject to transshipment.
For rates of freight and all other particulars apply to
J. T. KNIGHT & CO., Market Square, Agents, St. John, N. B.

ELDER-DEMPSTER LINE
SOUTH AMERICAN SERVICE
FROM ST. JOHN, N. B.
S. S. PATANI December 30
Cold storage accommodation on each vessel. For freight, rates and full particulars apply to
ELDER-DEMPSTER & CO., LIMITED,
133 Board of Trade Bldg., Montreal,
or J. T. Knight & Co., St. John, N. B.

The Maritime Steamship Co., Limited.
On March 3, 1916, and until further notice the S.S. Connors Bros., will run as follows: Leave St. John, N. B., Thorne Wharf and Warehousing Company, Ltd., on Saturday, 7.30 a.m., daylight time, for St. Andrews, N. B., calling at Dipper Harbor, Beaver Harbor, Black's Harbor, Back Bay or L'Etete, Deer Island, Red Store or St. George. Returning leave St. Andrews, N. B., Tuesday for St. John, N. B., calling at L'Etete or Back Bay, Black's Harbor, Beaver Harbor and Dipper Harbor. Weather and tide permitting.

Agent—Thorne Wharf and Warehousing Co., Ltd., Phone, 2851. Mgr. Lewis Connors.
This company will not be responsible for any debts contracted after this date without a written order from the company or captain of the steamer.

GRAND MANAN S. S. CO.
After Oct. 1st and until further notice S. S. Grand Manan leaves Grand Manan, Mondays at 9 a.m., for St. John, returning leaves St. John Wednesdays 7.30 a.m., both ways via Campbellville, Eastport and Wilson's Beach.
Leave Grand Manan Thursdays 7.30 a.m., for St. Stephen, returning Friday 7 a.m., via Campbellville, Eastport and St. Andrews, both ways.
Leave Grand Manan Saturdays 7.30 a.m., round trip St. Andrews, returning 1 p.m., both ways via Campbellville and Eastport.
Atlantic Standard Time.
SCOTT D. GUPPILL, Mgr.

Eastern Steamship Lines.
All-the-way by Water.
INTERNATIONAL LINE
Steamship "North Star."
Leaves St. John Thursdays at 9.00 a.m. (Atlantic time), for Eastport, Lubec, Portland and Boston.
Return, leave Central Wharf, Boston, Mondays at 9.00 a.m., for Portland, Eastport, Lubec and St. John.
MAINE STEAMSHIP LINE.
Between Portland and New York. Passenger service discontinued for the season. Freight service throughout the year.
City Ticket Office, 47 King street.
A. C. CURRIE, Agent, St. John, N. B.
A. E. FLEMING, T. F. & P. A., St. John, N. B.

TUBES FOR STEAM BOILERS
Makers are without stocks and those in dealers hands are very few, but we are still able to fill orders quickly from our stocks in New Glasgow. It is more satisfactory to submit your exact specifications of requirements and have us quote.
I. MATHESON & CO. Ltd.,
Boiler Makers
New Glasgow, Nova Scotia.

GRAND MANAN S. S. CO.
After Oct. 1st and until further notice S. S. Grand Manan leaves Grand Manan, Mondays at 9 a.m., for St. John, returning leaves St. John Wednesdays 7.30 a.m., both ways via Campbellville, Eastport and Wilson's Beach.
Leave Grand Manan Thursdays 7.30 a.m., for St. Stephen, returning Friday 7 a.m., via Campbellville, Eastport and St. Andrews, both ways.
Leave Grand Manan Saturdays 7.30 a.m., round trip St. Andrews, returning 1 p.m., both ways via Campbellville and Eastport.
Atlantic Standard Time.
SCOTT D. GUPPILL, Mgr.

Eastern Steamship Lines.
All-the-way by Water.
INTERNATIONAL LINE
Steamship "North Star."
Leaves St. John Thursdays at 9.00 a.m. (Atlantic time), for Eastport, Lubec, Portland and Boston.
Return, leave Central Wharf, Boston, Mondays at 9.00 a.m., for Portland, Eastport, Lubec and St. John.
MAINE STEAMSHIP LINE.
Between Portland and New York. Passenger service discontinued for the season. Freight service throughout the year.
City Ticket Office, 47 King street.
A. C. CURRIE, Agent, St. John, N. B.
A. E. FLEMING, T. F. & P. A., St. John, N. B.

TUBES FOR STEAM BOILERS
Makers are without stocks and those in dealers hands are very few, but we are still able to fill orders quickly from our stocks in New Glasgow. It is more satisfactory to submit your exact specifications of requirements and have us quote.
I. MATHESON & CO. Ltd.,
Boiler Makers
New Glasgow, Nova Scotia.

GRAND MANAN S. S. CO.
After Oct. 1st and until further notice S. S. Grand Manan leaves Grand Manan, Mondays at 9 a.m., for St. John, returning leaves St. John Wednesdays 7.30 a.m., both ways via Campbellville, Eastport and Wilson's Beach.
Leave Grand Manan Thursdays 7.30 a.m., for St. Stephen, returning Friday 7 a.m., via Campbellville, Eastport and St. Andrews, both ways.
Leave Grand Manan Saturdays 7.30 a.m., round trip St. Andrews, returning 1 p.m., both ways via Campbellville and Eastport.
Atlantic Standard Time.
SCOTT D. GUPPILL, Mgr.

Eastern Steamship Lines.
All-the-way by Water.
INTERNATIONAL LINE
Steamship "North Star."
Leaves St. John Thursdays at 9.00 a.m. (Atlantic time), for Eastport, Lubec, Portland and Boston.
Return, leave Central Wharf, Boston, Mondays at 9.00 a.m., for Portland, Eastport, Lubec and St. John.
MAINE STEAMSHIP LINE.
Between Portland and New York. Passenger service discontinued for the season. Freight service throughout the year.
City Ticket Office, 47 King street.
A. C. CURRIE, Agent, St. John, N. B.
A. E. FLEMING, T. F. & P. A., St. John, N. B.

TUBES FOR STEAM BOILERS
Makers are without stocks and those in dealers hands are very few, but we are still able to fill orders quickly from our stocks in New Glasgow. It is more satisfactory to submit your exact specifications of requirements and have us quote.
I. MATHESON & CO. Ltd.,
Boiler Makers
New Glasgow, Nova Scotia.

GRAND MANAN S. S. CO.
After Oct. 1st and until further notice S. S. Grand Manan leaves Grand Manan, Mondays at 9 a.m., for St. John, returning leaves St. John Wednesdays 7.30 a.m., both ways via Campbellville, Eastport and Wilson's Beach.
Leave Grand Manan Thursdays 7.30 a.m., for St. Stephen, returning Friday 7 a.m., via Campbellville, Eastport and St. Andrews, both ways.
Leave Grand Manan Saturdays 7.30 a.m., round trip St. Andrews, returning 1 p.m., both ways via Campbellville and Eastport.
Atlantic Standard Time.
SCOTT D. GUPPILL, Mgr.

Eastern Steamship Lines.
All-the-way by Water.
INTERNATIONAL LINE
Steamship "North Star."
Leaves St. John Thursdays at 9.00 a.m. (Atlantic time), for Eastport, Lubec, Portland and Boston.
Return, leave Central Wharf, Boston, Mondays at 9.00 a.m., for Portland, Eastport, Lubec and St. John.
MAINE STEAMSHIP LINE.
Between Portland and New York. Passenger service discontinued for the season. Freight service throughout the year.
City Ticket Office, 47 King street.
A. C. CURRIE, Agent, St. John, N. B.
A. E. FLEMING, T. F. & P. A., St. John, N. B.

TUBES FOR STEAM BOILERS
Makers are without stocks and those in dealers hands are very few, but we are still able to fill