THE LATEST SHIPPING NEWS AND ANNOUNCEMENTS

MARINE NOTES OF THE WORLD

MINIATURE ALMANAC.

October Phases of the Moon.

First Quarter, 6th.....21h. 46m.
Full Moon, 15th..... 2h. 7m.
Last Quarter, 22nd.....18h. 53m.
New Moon, 29th.....10h. 29m.

Date	Day of Week	Sun Rises	Sun Sets	H. Water a.m.	H. Water p.m.	L. Water a.m.	L. Water p.m.
10	F	6.38	5.44	8.18	20.41	2.08	14.38

VESSELS IN PORT.

Steamers.

Cape Breton, 1109, R P and W F Starr.
Str Easington, coal, R P and W F Starr.

Schooners.

A J Sterling, 148, Durant, Parrsboro.
Ann Louise Lockwood, J W Smith.
Calabria, 451, J. Splane & Co.
Celia F., 253, R. C. Elkin.
Elma, 299, A. W. Adams.
E M Roberts, 293, R C Elkin.
Genevieve, 124, A. W. Adams.
Helen G King, 123, A W Adams.
Henry, 397, A W Adams.
Hunter, 186, D J Purdy.
Jennie A. Stubbs, 159, A W Adams.
J W Smith, 289 tons coal, R P & W F Starr.
James Barbour, 80, C M Kerrison.
Klondyke, 78, J W Smith.
Margaret May Riley, 240, A W Adams.
Minnie Slausen, 271, A W Adams.
Moama, 384. Peter McIntyre.
Myrtle Leaf, 336, A W Adams.
Nellie Eaton, 99, A W Adams
Orozimbo, 121, A W Adams.
Oliver Ames, 433, C M Kerrison.
Peter C Schultz, 373, A W Adams.
Ravola, 130, J W Smith.
Roger Drury, 307, R. C. Elkin.
Sallie E Ludlam, 199, D J Purdy.
T W Cooper, 150, A W Adams.
W E and W L Tuck.

PORT OF ST. JOHN, N. B.

Arrived Thursday.

Str Shenandoah, 2492, Lee, London via Halifax.
Str Easington, Stevenson, Louisburg, R P and W F Starr, coal; Sch Effort, Ogilvie, Annapolis; Viola Pearl, Wadlin, Wilson's Beach; Str Connors Bros, Warnock, Chance Harbor.

Sailed Thursday.

Str Navigator, Jacobsen, Galway, Ireland.

DOMESTIC PORTS.

Parrsboro, N. S., Oct. 9.—Ard: Schs Hattie McKay, Card, Digby; Levuka, Ogilvie, do.
Cld: Sch Levuka, Ogilvie, Digby with coal.
Sld: Tern sch Annie Lord, Merriam, Salem for orders.
Campbellton, Sept. 27.—Cld: Str Mountfield, Diggins, Sharpness; 30th, Sch H R Silver, Galbraith, Barbados; Oct 1, sch Rafuse, Parker, Barbados; 1st, Str Ringham, Sclyott, Lethbridge Dock, Gasson; 3rd, Str Bergenhus, Kahris, Lethbridge Dock, Garson; Sept 22nd, Str Marken, Smak vit Sydney.
Digby, Oct. 8.—Ard: Sch Emma E Potter, Walker, Clementsport for Boston (in for harbor.)
Cld 7th: Schs Levuka, Ogilvie, Annapolis, (to load brick for St. John); Cora Gertie, Crocker, Freeport (both sld.)
Sld 7th: Sch Sam Slick, Newcomb, Minudie (to load coal for Wolfville.)
Mulgrave, Oct 7.—Ard: Tugs Lord Kitchener and Lord Wolseley, with dredge Beacon Bar and scows and sld for St Andrews.

PORTAGE VALE NOTES.

Portage Vale, King's Co., Oct. 9.—Mrs. Bliss H. Dunfield, St. John, is the guest of Mrs. Spencer Dunfield.

Byron McLeod, Penobsquis, was here Monday looking after the roads. Mr. McLeod during the past season has placed his section in a splendid shape. The local government certainly made good when they chose him to look after the roads in Cardwell parish.

Herbert Morey has a crew of men at work putting a breakwater in near Albert Stockton's to save the road. About twenty years ago a breakwater was placed there at a cost of several hundred dollars, and several times since then money has been expended there.

The Misses Alice and Gladys Collier, Salisbury, are the guests of their aunt, Mrs. R. H. Gifford.

Another rural mail delivery has been started from Anagance. This one will serve Corn Hill. There is already nearly thirty boxes on the route. Besides the mail for the rural boxes the contractor carries five bags of mail for post offices. Willis Dunfield is the contractor. The farmers are beginning to realize what it is to have a real active government in power.

R. M. Gross, the genial station agent at Anagance, brought down a fine moose a few days ago.

Harry Jonah at this place also brought down a moose a short time ago.

A number of the members of Martin Luther L. O. L. No. 104 will go to Sussex Thursday night, where a Royal Black Preceptory will be organized.

STOCK PAPERS.

(F. B. McCURDY & CO.)

New York, Oct. 9.—Commercial—There is a serious lack of buying power in the market.

Tribune—There is no volume of activity to give any special significance to the trend.

American—Many commission houses advise their clients to prepare for a readjustment of prices.

Sun—The market as a whole shows no expansion of public buying.

N. Y. FINANCIAL BUREAU.

LABRADOR FISHERIES VERY DANGEROUS BUT PROFITABLE

Season Begins when Navigation Opens and Closes with Winter—Fishermen Live in Newfoundland and Even Come from France and England—Work on Shares.

On the Labrador coast the fishing seasons begins when navigation opens, with the breaking up of the floes and their disappearance from bays and harbors, and ends when oncoming winter closes the bays to the fishing craft. Generally, the season lasts from about July 1 to October 1, though some seasons see the waters open by the middle of June. Few fishermen live the year round on the Labrador coast. Most of those who ply their trade in the North are winter dwellers in Newfoundland, and Labrador is only their summer resort. The usual precedure is for a company to recruit its men, with necessary women to work at necessary housekeepings tasks, in St. Johns, Bay Roberts, Havre Grace or some other Newfoundland port, and on a given day congregate its modern argonauts on a steamer or schooner and sail away for the North.

One company of merchants has the wooden steamer Southern Cross, the same craft that Lieutenant Shackleton used on his expedition to the South Pole region several years ago, and last summer 183 persons—men, women and children—set out on her for Battle Harbor, the company's post just north of Belle Isle Straits. The steamer arrived on June 15 and the party at once occupied the cottages, which the company owns, and which are closed all the off season.

Settling to Work.

A week's work making everything tidy and comfortable prefaces the summer's activities. Then the men who have shipped as fishermen, either on shares or for wages, man their dories, set their traps, or large nets, which they moor at one end to the rocks on shore and the other end to floating buoys 50 or 60 feet off shore. These enormous nets are about 13 feet in depth and 25 or 30 feet wide. One end is open for the entrance of the fish, which, once they are inside, find no way of exit.

The fishermen visit the traps three times daily, drawing them up one end at a time and passing the whole trap over their boat, securing their catch which has congregated in the end of the net. Sometimes a whole boat load of fish is secured at one drift, so that the boat is difficult to navigate with its great burden of fish, but more often two or three barrels of cod are the result of a haul.

Traps are often loosened by pieces of floe in late summer. The bergs that line the Labrador Coast at all seasons are constantly breaking up in the summer time, when the sun's rays disintegrate the great masses. Then the fragments float about or are washed toward shore by the waves, and press against the nets, freeing them from their moorings and tearing great rents in their sides.

Once the fish are secured, they are dressed in the stage, salted, washed and spread upon the flake to cure. At night they are piled in cylindrical heaps and covered over with bark for protection against moisture. Several days of spreading are required to dry the fish sufficiently for shipment. The principal markets for Labrador and Newfoundland cod are Spain, Italy, Brazil and Argentina, and schooners and steamers make voyages direct from Labrador to these countries. In certain years over $1,000,000 worth of dried codfish has been exported direct from Labrador to the countries of Lower Europe and South America.

Full of Hazards.

It is the custom of the country for the fishermen to dray his supplies and equipment at the beginning of a "voyage," the company charging the same to his account. Supplies are furnished from the company's commissary, and at the close of the stason the man's share is credited and a balance struck. Formerly it was the custom to carry the balance from season to season, and in many instances the men were perpetually in debt to the principals, but a law recently enacted requires the company to pay whatever balance is due a fisherman, in cash, and in case of a deficit against him to furnish a written statement of the account.

The fishing business is full of hazards, both to the workmen and to the merchant adventures. Some seasons, like those of 1904 and 1905, were enormously profitable, while others have been rewarded with little return for the labor and the risk of expenditure. The Labrador fisherman inclines to be an habitual pessimist and is loth to acknowledge a streak of prosperity. But many are said to be very well off.

It is interesting to note what extended journeyings are involved in the process of reaping the harvest of the seas. In the Straits of Belle Isle are families that come to their "room" or fishing site, from the West Coast of England and from Bittany.

Their career is one of hardship, but doubtless one of intense fascination. The change of scene and of atmosphere is a constant allurement from season to season, while the discomforts are forgotten or dissolve into recollections of zestful adventure. What the vocation entails to the young folks, only those who have been children engaged in this primitive industry battling for their sustenance with the rude forces of nature, can tell.

CLOSING LETTER ON THE COTTON MARKET.

(F. B. McCURDY & CO.)

New York, Oct. 9.—The selling movement which was checked yesterday by apprehensions of storm damage in the eastern belt was renewed this morning and there has been a severe break in prices. The opening was 3 points higher on October, but generally 3 to 5 points lower, and after some little irregularity the market became very weak and unsettled. Offerings seemed to increase as prices eased off, and stop orders were uncovered in considerable volume below 13 cents for January. The market steadied around 12.95 for that position, rallied 5 points, then broke again to 12.90, but on this second break there was less long cotton for sale. It is now a question of the weather and southern holders, if, as we imagine, the technical position has become healthier as a result of substantial reduction in speculative long lines and some increase in the speculative short interest.

W. W. PRICE.

ITEMS ON STOCKS.

(F. B. McCURDY & CO.)

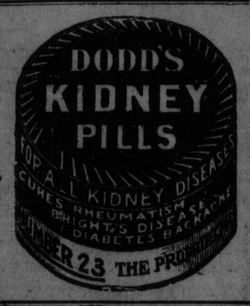
New York, Oct. 9.—Some of the selling is based on the fight that seems to be spreading between the bankers and the administration over the currency reform. Tired liquidation is observed by floor brokers in certain parts of the list. Professional sentiment is extremely bearish still, but we find a large number of substantial operators expecting a rally in the general list soon.

Interboro Pfd., is a favorite with some commission houses, and it is expected to lead in any rally.

Good buyingn is reported on a scale down in Utah and Chino Copper. It is reported that a long account is being shaken out in Amalgamated.

The bear party is circulating persistently reports of government activity against Tobacco, Smelting, American Tel. and Tel., and New Haven.

N. Y. FINANCIAL BUREAU.



For Sale

The Schooner CALABRIA, of 451 Tons Register, and Schooner ORIOLE of 124 Tons Register, Enquire of J. SPLANE & CO., 61 and 63 Water St., St. John, N. B.

HOTEL ARRIVALS.

Royal.

G T Wilson, London; C A Senez, R E Mathews, E R Dorken, Montreal; D B Donaldson, R Mathews, Toronto; G T Alexander, Springhill; J E Melhus, Houlton; E Lever, Toronto; P G Masson, Quebec; A B Connell, Woodstock; Mrs F Ryan, Miss K Ryan, Sackville; Mrs W C H Grimmer, St Andrews; M Phillipson, Edmonston; E P Miller, Vancouver; T A Pickard, Sackville; R V Gates, M G Hart, J E Woods, Halifax; C Vermelyea, Chicago; H W Livingston, F C Mair, Toronto; E H Duffy, Chicago; L F Moore, G E Smith, S Beebrice, Montreal; E S Reade, Ottawa; A H Lange and wife, New York; E H Fisher, Boston; Mrs L E Hubbard, Misses Nealis, Brookline, Mass; F N Amey, Ottawa; T G Ferris, Halifax; A D Curry and wife, Amherst; L Livingston, Montreal; W E Cole, New York; Geo F Alexander, Springfield; D C Beattie, St George, Ont; W B MacKay, Montreal; I S Crane and wife, Brookline; F W Laskey, Montreal; F T B Young and wife, Cavdqret; J O Tucker, Toronto; J J Cowie, Ottawa; Mrs Thos Killam, Mrs T R Jolly, Yarmouth; A B Treakles, Sussex.

His Last Request.

Not a sound could be heard in the court room. The prisoner had just been condemned to death.

"You have a legal right to express a last wish," said the judge, "and if it is possible, it will be granted."

The prisoner, who was a barber, gave the judge an appealing look as he replied:

"I should like just once more to be allowed to shave the district attorney."

Asks for Agencies.

The Board of Trade has received a communication from Wm. H. Ledeatt, of St. Johns, Antiqua, B.W.I., asking to be put in communication with local manufacturers who want to try to open a market for their wares in the West Indies. He particularly wants catalogues and price lists from manufacturers of machinery for steam laundries.

An Operation For Appendicitis

Was Ordered by His Doctor, But Complete Cure Was Effected by Dr. Chase's Kidney-Liver Pills.

Almost anyone who has suffered from appendicitis will assure you that this trouble developed only after months or years of derangements of the liver and bowels.

Appendicitis can almost invariably be prevented, and very frequently cured, by the use of Dr. Chase's Kidney-Liver Pills. In the case described in this letter the doctors had ordered an operation, but a thorough cure was brought about by this great medicine.

Mrs. J. A. Ballantyne, Sturgeon Falls, Ont., writes: "My husband was treated for appendicitis, and the doctors ordered an operation. But he would not consent to an operation and began the use of Dr. Chase's Kidney-Liver Pills. Since doing so he has had no need of an operation, or even of a doctor, as the trouble has completely left him. I cannot find words to speak our gratitude for his cure."

Dr. Chase's Kidney-Liver Pills, one pill a dose, 25 cents a box, all dealers, or Edmanson, Bates & Co., Limited, Toronto.

THE ROYAL BLEND

A Right Good Scotch

Sold Everywhere

TOO MANY PRINTERS

Seek only to get through orders and collect their bills.

We try to execute work so that customers come back for future supplies.

Think this a good plan? Then try us.

Standard Job Printing Co.

82 Prince William Street, St. John, N. B.

BALATA BELTING

The Best for Laundries, Dye-Houses and Exposed Situations

D. K. McLAREN, LIMITED

64 Prince William St. 'Phone Main 1121. St. John, N. B.

Less kneading with Five Roses — less exertion.

Yours the smooth, uniform dough—the live springy dough that snaps and crackles happily.

Five Roses Flour

Not Bleached Not Blended

LAKE OF THE WOODS MILLING COMPANY, LIMITED, PAVAGE

STEAMSHIPS.

ALL-THE-WAY-BY-WATER

Eastern Steamship Corporation

International Line.

AUTUMN EXCURSIONS

Portland and Return $6.50
Boston and Return 7.00

Commencing September 20th and continuing until October 17th, inclusive; good for 30 days from date of issue.

Leave St. John at 9 a. m. Mon., Wed., Fri., for Eastport, Lubec, Portland and Boston. Returning leaves Central Wharf, Boston, 9 a. m., Portland 5 p. m., for Lubec, Eastport and St. John. Maine Steamship Line. Direct service to New York, leaves Portland, Franklin Wharf, Tues., Thurs., and Sat., 6.00 p. m.

Fare $3.00 Each Way.

CITY TICKET OFFICE, 47 KING ST.

L. R. Thompson, T. F., and P. A.
A. E. Fleming, Agent.
ST. JOHN, N. B.

THE MARITIME STEAMSHIP CO. (Limited).

Until further notice the S. S. Connors Bros., will run as follows:

Leave St. John, N. B., Thorne Wharf and Warehouse Co., on Saturday, 7.30 a. m., for St. Andrews, calling at Dipper Harbor, Beaver Harbor, Black's Harbor, Back Bay or Letete, Deer Island, Red Store, St. George. Returning leave St. Andrews Tuesday for St. John, calling at Letete or Back Bay, Black's Harbor, Beaver Harbor and Dipper Harbor, tide and weather permitting.

Agent—THORNE WHARF & WAREHOUSING CO., St. John, N. B.

'Phone 77, Manager, Lewis Connors Black's Harbor, N. B.

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.

COAL AND WOOD

COAL

Reserve, Old Mines Sydney Cannel and All Sizes of American Anthracite.

R. P. & W. F. STARR, Ltd

49 Smythe St. 226 Union St.

SCOTCH COAL

Orders taken for Scotch Coal delivered the latter part of October and November.

JAMES S. McGIVERN

Telephone 42. 5 Mill Street.

Best Quality American Anthracite

IN STOCK

Nut and Chestnut Sizes

Foot Germain St. Telephone 1116 **Geo. Dick** 46 Brittain St

American Hard Coal—all sizes
Scotch Hard Coal—all sizes

Broad Cove, Pictou, Old Mine Sydney and Winter Port Soft Coals.

Sawed and Split Hard Wood and Kindling.

Get it before the rush from

GIBBON & CO.

Telephone Main 2636, Offices No. 1 Union Street and 6½ Charlotte Street.

STEAMSHIPS.

ALLAN LINE

ROYAL MAIL STEAMSHIPS

MONTREAL TO LIVERPOOL.

Royal Mail Service.

Tunisian .. .. Tues., Oct. 14
Victorian.. .. ..Tues., Oct. 21
Corsican .. .. Tues., Oct. 28
Virginian .. .. Tues., Nov. 4

MONTREAL TO GLASGOW.

Royal Mail Service.

Hesperian .. .. Thurs., Oct. 9
Pretorian .. .. ..Sat., Oct. 18
Grampian .. .. Thurs., Oct. 23
Scandinavian .. .. Sat., Nov. 1

MONTREAL-HAVRE-LONDON.

Corinthian .. .. Sun., Oct. 12
Sicilian.. .. .. ..Sat., Oct. 18
Ionian .. .. Sun., Oct. 26
Pomeranian .. .. Sun., Nov. 2

For rates and full particulars apply

WM. THOMSON & CO., City, or H. & A. ALLAN, General Agents, 2 St. Peter Street, Montreal.

PICKFORD & BLACK LINE

ST. JOHN, N. B., to DEMERARA.

S. S. Uller sails Oct. 18 for Bermuda, St. Kitts, Antigua, Barbados, Trinidad, Demerara.

S. S. Oruro sails Oct. 6 for Bermuda, Montserrat, Dominica, St. Lucia, St. Vincent, Barbados, Trnidad, Demerara.

For passage and freight apply to

WILLIAM THOMON & CO., Agents, St. John, N. B.

MANCHESTER LINE

From Manchester — From St. John.
Oct. 2 Manchester Mariner .. Oct. 16
Oct. 11 Manchester Spinner .. Oct. 25

These steamers will take cargo for Philadelphia.

WM. THOMSON & CO., Agents.

FURNESS LINE

From London. — From St. John.
Sept. 24 ....Shenandoah..... Oct. 11
Oct. 7.....Rappahannock ....Oct. 23
Oct. 17.....Kanawha.....Nov. 1

WILLIAM THOMSON & CO., Agents, St. John, N. B.

DONALDSON LINE

GLASGOW PASSENGER SERVICE

MONTREAL TO GLASGOW.

S. S. Cassandra .. .. Oct. 4, Nov. 1.
S. S. Letitia .. .. Oct. 11, Nov. 8.
S. S. Athenia .. .. .. Oct. 18, Nov. 15.
S. S. Saturnia .. .. .. Oct. 25, Nov. 22
Cabin .. .. $47.50 up.
Steerage $31.25

THE ROBERT REFORD CO., LTD., Agents, St. John, N. B.

HAVANA-MUNSON LINE

S. S. GRIB will leave St. John about Oct. 25. Regular monthly sailings thereafter.

For freight rates and space apply

WM. THOMPSON & CO.

Crystal Stream S. S. Co.

FREDERICTON ROUTE.

Steamer D. J. Purdy will leave St. John North, every Monday, Wednesday and Friday mornings at 8.30 for Fredericton, calling at Sand Point, Westfield, Woodman's Point, Nat. Belyea's, Public Landing, Bedford, Brown's Flats, Williams' The Cedars, and all regular landings above. On and after Oct. 5, returning alternate days, leaving Fredericton at 7.30 a.m. Dinner 50 cents. Good stateroom accommodation on board.

WASHADEMOAK ROUTE.

Steamer Majestic will leave St. John North every Tuesday, Thursday and Saturday at 10 a. m. for Cole's Island, making all landings. Returning, alternate days, leaving Cole's Island at 6 a. m. Return tickets good on either boat.

S. S. "VICTORIA"

"VICTORIA" makes regular trips from St. John each Tuesday, Thursday and Saturday, leaving Indiantown at 8.30 a. m., and returning, leaves Fredericton at 8 a. m., on alternate days, Sunday excepted. Also special week-end excursions, good going Saturday, returning Monday, $1.50.

We are prepared to give you the best service on the river, both passenger and freight.

VICTORIA STEAMSHIP COMPANY

LIMITED.

STEAMER CHAMPLAIN

On and after Tuesday, October 7, steamer will leave wharf, North End, on Tuesday, Thursday and Saturday at 10 o'clock for Hatfield's Point and intermediate landings, returning alternate days, due in St. John at 1.30 p. m.

R. S. ORCHARD, Manager

RAILWAYS.

CANADIAN PACIFIC

EXCURSIONS TO

BOSTON

$10.50

Tickets on sale Daily, September 20th to October 18th.

Good for Thirty Days from Date of Issue.

SPECIAL LOW RATES

SECOND CLASS, DAILY

September 25th to Oct. 10th, 1913

To Vancouver, B. C., Victoria, B. C., Portland, Ore., Seattle, Wash., Nelson, B. C. $62.65

San Francisco, Los Angeles $62.65

Equally Low Rates from and to other points.

W. B. HOWARD, D. P. A., C. P. R., St. John, N. B.

INTERCOLONIAL RAILWAY

Thanksgiving Day OCTOBER 20th

EXCURSION TICKETS AT SINGLE FARE ISSUE

October 20th, Return Same Day

FARE AND ONE-THIRD ISSUE

October 17, 18, 19 & 20

Good for Return October 22nd, 1913

George Carvill, City Ticket Agent, 3 King Street.

THE INTERNATIONAL RAILWAY

Uniting Campbellton at the head of navigation on Bay Chaleur with the St. John River Valley at St. Leonards and connecting the Intercolonial and Canadian Pacific Railway systems.

Summer Time Table Summary

Commencing Monday, June 9.

GOING WEST.

Express train leaves Campbellton daily (except Sunday), at 8.00 a. m. for St. Leonards and intermediate stations, due at St. Leonards at 12.30 p. m.

GOING EAST

Express train leaves St. Leonards daily (except Sunday), at 4.45 p. m. after arrival of C. P. R. express from St. John, Vanceboro, etc., due at Campbellton at 9.15 p. m.

And in addition to above and to the ordinary freight trains, there is also a regular ACCOMMODATION TRAIN carrying passengers and freight running each way on alternate days as follows, viz: Going West—Leaves Campbellton at 8.30 a. m. for St. Leonards, and intermediate stations, Monday, Wednesday and Friday, due at St. Leonards at 4.10 p. m.

Going East—Leaving St. Leonards at 8.00 for Campbellton, etc., Tuesday, Thursday and Saturday, due at Campbellton at 4.15 p. m.

Governed by Atlantic Standard Time.

See local time tables and for full information regarding connections, etc., apply to R. B. Humphrey, freight and passenger agent, 55 Canterbury street, St. John.

E. H. ANDERSON, Manager.
A. A. ANDREW, Traffic Mgr.
THOMAS MALCOLM, Gen. Mgr.
Campbellton, N. B.

DOMINION ATLANTIC RAILWAY

S. S. "Yarmouth" leaves Anchor Line wharf daily at 7 a. m., connecting at Digby with all trains East and West. S. S. "St. George" leaves Reed's Point Wharf daily at 12.15 noon, connecting at Digby with Flying Bluenose train, East and West. Returning, S. S. "Yarmouth" arrives 4.30 p. m. and S.S. "St. George" 5.25 p. m., Sundays excepted.

A. C. CURRIE, Agent.

STEAMSHIPS.

STEAMER

MAY QUEEN

on and after October 4th, will leave her wharf, Indiantown, Wednesday and Saturday mornings, at 7 o'clock, until further notice, for Chipman and intermediate stops, returning Monday and Thursday.

F. H. Colwell, Mgr.