WALL STREET FALLS DOWN ONCE MORE

International Affairs Send Stocks Off From Three to Ten Points.— Total Sales However Less Than Million Shares.

New York, Dec. 28—With international affairs, the German peace proposals and the Mexican situation again looming large on the financial horizon, the stock market today experienced another depression in prices. Speculative favorites, particularly those which suffered most in the recent severe reversals, were again singled out by the short interest, provoking fresh liquidation.

Extreme recessions ran from three to ten points in these groups, with here and there some feeble rallies at the close.

Some Gains Recorded.

A few actual gains were scored in shares more or less exempt from professional pressure, and rails, for the most part, yielded only moderately. The marked difference between today's operations and those of recent sessions was the smaller volume of offerings, total sales aggregating barely one million shares, against the 2,000,000 to 3,000,000 shares turnover in the turbulent days of last week.

Prices were heavy at the start, but made their greatest declines after the publication of Wall street news tickers of what purported to be a second note from Germany, which was regarded as bearing adversely on the peace situation. Although this communication proved to be a delayed forecast of the Berlin note of the early week, the market failed to recover, except in the case of isolated specialties.

Mexicans Weak.

The sharp declines that followed were concurrent with heavy selling of Mexicans, causing renewed apprehension in that quarter.

War and semi-war stocks were again the center of the general movement, which soon took in shares of all descriptions. U. S. Steel was in free supply at a gross loss of three and three-eighth points, with practically no recovery, and allied stocks broke three to five points, with fourteen for Gulf States Steel, three to five for Petroleums, coppers and sugar, and about as much for other specialties whose course has always been guided by the munitions and equipments. There were some confusing cross cues noticeable in shipping shares, Atlantic, Gulf and West Indies showing an extreme loss of over eight points, while Mercantile Marines were actually strong. Weakness extended to the bond list, with a new low record for Anglo-French 5's at 92½, and a five-point break in Chile Copper 7's. Industrial bonds also made concessions in keeping with stocks.

Total sales, par value, $4,035,000.

SHIPPING NEWS

MINIATURE ALMANAC.

December—Phases of the Moon.

First Quarter	1st	9h. 55m. p.m.
Full Moon	9th	8h. 44m. a.m.
Last Quarter	17th	2h. 6m. p.m.
New Moon	24th	4h. 31m. p.m.
First Quarter	31st	8h. 7m. a.m.

Date.	D. of W.	Sun rises.	Sun sets.	H. water a.m.	H. water p.m.	L. water a.m.	L. water p.m.
27	W	8.10	4.44	1.00	13.19	7.17	19.50
28	T	8.10	4.44	1.53	14.10	8.11	20.42

PORT OF ST. JOHN, N. B.

Arrived Thursday, Dec. 28.

Coastwise—Stmr John L. Cann, Westport; schr Gazelle, Beaver Harbor.

Cleared.

Coastwise—Stmr John L. Cann, Westport.

DOMESTIC PORTS.

Halifax, Dec. 26.—Ard stmrs Strathorne, Wells, Cheticamp, Liverpool; Emanuel Nobel (Belg), Rouen via St. John's, Nfld., for Newport News, put in for repairs; Kanawha, London, general cargo; Oruro, Hull, in for repairs.

FOREIGN PORTS.

Boston, Dec. 26.—Sld schrs Sarah L. Davis, Machiasport; Edward S. Eveleth, Ipswich; Annie P. Chase, New York.

New York, Dec. 26.—Ard schr William D. Marvel, Bridgeport.

New London, Dec. 26.—Sld schr Flora Condon, New York.

Rockland, Dec. 26.—Ard schr Lizzie Lane, New York for Calais.

Sld Dec. 26, schrs William Bisbee, New York; Charles L. Jeffrys, do; Mary E. Morse, Bridgeport.

City Island.—Ard schr American Team. Hoboken for St. John.

Port Eads, La., Dec. 25.—Sld stmr Howth Head, Belfast and Dublin.

Portland, Dec. 26.—Sld schr Winchester, New Haven.

New York, Dec. 28.—Signalled stmr St. Louis, Liverpool for New York, 1,250 miles east of Sandy Hook at 6 a. m. Dock about 8.30 Sunday.

REGARDED AS LOST.

Nantucket, Mass., Dec. 28.—The steamship Maryland was today regarded as probably lost. Hope for the safety of her thirty odd men lies in the possibility that they were picked up by a passing steamer.

ALL HOPE ABANDONED.

All hope has been abandoned for the three-masted schooner Jennie S. Hall, which has not been heard from since sailing from Gulfport, Miss., on August 14, for Fort de France, Mart.

FIREMAN SCALDED.

The Furness liner Kanawha arrived at Halifax on Saturday from a trans-Atlantic port. The Kanawha had a rough trip across. One of the firemen was scalded in the engine room during the voyage. When the steamer arrived he was taken to the Victoria General Hospital.

WILL COMMAND ANNE LORD.

Captain C. B. Merrian arrived in the city yesterday to take command of the schooner Anne Lord, which is loaded with piling. The schooner is bound from Apple River for New York, and put in here for harbor.

NOTICE TO MARINERS.

Notice is given that the light on Trinity Ledge Gas and Whistling Buoy has been reported not burning. Will be relighted as soon as possible.

Notice is given that the light on North West Ledge, Brier Island, Gas and Whistling Buoy is reported not burning. Will be relighted soon as possible.

LONGSHOREMEN'S WAGES.

During the last few weeks negotiations have been going on between the steamship agents of the city and the Halifax Longshoremen's Union in regard to a new agreement carrying improved conditions for the workmen. Today it was reported that a mutual agreement had been arrived at that will give the longshoremen an increase of five cents an hour day and night, the new rates being thirty-five cents an hour night to come into effect the first of the year.

The present agreement dates back to 1912, with a two cent increase granted in last January. About 1,000 men are affected.—Halifax Chronicle.

VANCOUVER PROPOSES TO BORROW $5,000,000.

Special to The Standard.

Vancouver, Dec. 28.—The City Council will submit to the rate payers on January 11 a proposal that the corporation borrow $5,000,000 in the next five years at the rate of $1,000,000 a year from the sinking funds of the city.

DODD'S KIDNEY PILLS
FOR ALL KIDNEY DISEASES
CURES RHEUMATISM
BRIGHT'S DISEASE BACKACHE
DIABETES
NUMBER 23 THE PR

BATHURST WAS ONCE GREAT SHIPBUILDING CENTRE

Correspondet of Commodore Stewart's Snappy Newspaper, the Chatham World Tells Where Standard Made Omission In Its Article on New Brunswick Vessel Building.

The Bathurst correspondent of the Chatham World writes as follows to that paper:

"I read a very interesting account of the shipbuilding in New Brunswick and Nova Scotia Provinces in the Standard newspaper of St. John two weeks ago. But the writer missed Bathurst, and I am going to try to supply the loss.

Hon. Joseph Cunard

Sometime about 1825 or later, the Honorable Joseph Cunard started a ship building business here. He built perhaps twelve or more ships in size about from three to six hundred tons, except one, which, I was told was about 1000 tons. That business went on for about fifteen years. After he failed a man by the name of James Wolhopter built two or three large ships in the same yard, and gave up the business. After him John Meahan began shipbuilding. He built several vessels, some full rigged brigs and barques. He also built two ships of 1200 tons. He called one of them the Harold and the other one the Zyvonne, and he went out of the business.

John E. O'Brien

In the meantime John E. O'Brien started shipbuilding. George and Alf. Smith were also in the shipbuilding business at the same time. J. E. O'Brien carried on the business for several years and turned out fifteen or more ships, mostly barques and brigantines. Smith carried on the business for about twenty years and turned out about twenty years and turned out one or two ships a year. They were all barque rigged except one full-rigged ship and one brigantine, and two fore and aft schooners. Sam Miller at the same time started business and built a schooner and a brigantine and quit the business. Then a man called John Mitter started shipbuilding and built two barques and failed. During all the time that shipbuilding was being carried on in town Ferguson, Rankine & Co., were building one every year in the village. They were all fine ships. They took time to build and did the work well. They were all barque rigged except the last one, which was a full rigged ship of twelve hundred tons. She was called the Marathon. They were all for the Rankines in England.

Lost at Tabusintac

The last vessel built here was started by a company in Bathurst. She was about two hundred tons and barquentine rigged. She was lost on Tabusintac bar the fifth of November on a voyage from here to New York with a load of laths—vessel, laths and all were a dead loss, and three men lost their lives. That was twenty-five years ago, and was the last sea going vessel built here. There is some talk of the Bathurst Lumber Company going to start ship building here. They can get plenty spruce and hardwood, but juniper is very scarce and far away. In the days of shipbuilding juniper was plenty and not far away, but it has all been cut.

Satan Reproving Sin

I see the Hun is asking for peace—is asking for peace in the interest of humanity. He is beginning to discover that he is getting the worst of the fight and he wants a halt to save his skin, but the Hun talking about humanity is Satan reproving sin in earnest. If the devil and his angels had been let loose on the earth they would not have acted worse than the devil in Berlin and his friends in Belgium. When his friend the Turk murders all the Armenians with the Huns' concurrence, they will want peace in the interests of humanity.

POTATO MEN CLOSE THEIR CONVENTION

President T. W. Caldwell, of Florenceville, Re-elected—Number of Interesting Addresses Delivered.

Woodstock, Dec. 28.—The second annual convention of the New Brunswick Potato Growers' Association closed this evening. When organized it had a membership of 42; now it has 55 members and some others were added during the closing sessions.

It was decided at the closing session to hold a field crop competition next year for the best yield of Green Mountains and Cobbler potatoes.

The officers were elected as follows: T. W. Caldwell, president, Florenceville; Thomas C. Strong, vice-president, Lindsay; G. C. Cunningham, secretary, Fredericton; W. H. Moore, treasurer, Scotch Lake; J. L. Jarvis, auditor.

The following addresses were delivered this afternoon: "Potato Fertilizers and the Potash Supply," by A. P. Clark, manager of the Colonial Fertilizer Company of Windsor, N. S.; "Results of Some Experimental Work with Potato Fertilizers," by W. W. Hubbard of Fredericton; "The Value of Shows and How to Select Your Entry," by S. J. Moore of Truro, N. S.

W. W. Baird, superintendent of the Dominion Experimental Farm, Nappan, N. S., was to speak on "The Relation of the Live Stock Industry to the Potato Industry," but he asked to be excused so as to catch the six o'clock train for home.

ABANDONED BARK SAVED.

New York, Dec. 28.—The Brazilian bark Nepthis, which broke away from the tug Garibaldi during a storm Dec. 14, whose crew of 12 were rescued by the Italian steamship Sardegna and brought to this port Dec. 18, was towed into port by the Coast Guard cutter Seneca today.

The Nepthis, in tow of the Garibaldi, left Maranham, Brazil, Oct. 13.

LADY ABERDEEN STOPS OCEAN LIMITED TRAIN

Peculiar Happening Occurred on Steep Grade Near Dorchester.

Moncton, Dec. 28.—Lady Aberdeen passed through the city yesterday afternoon en route to Halifax in private car No .49 attached to No. 200 Ocean Limited. As the express was climbing the steep grade out of Dorchester, a curious accident happened. Lady Aberdeen in moving about the car, accidentally gripped an innocent looking handle which proved to be the conductor's brake valve.

The airbrakes immediately went into emergency and the train stopped half way up the hill. The train was delayed over an hour as a result of the accident.

THE CROWN RESERVE HAPPILY SURPRISED

Special to The Standard.

Montreal, Dec. 28.—Crown Reserve directors gave the shareholders an agreeable surprise today by declaring a dividend of 5 per cent. to stock record today payable January 15. The stock sold ex-dividend today. As the company has not paid anything since July, 1915, and it is well known that the company ore reserves are pretty nearly exhausted, it is presumed that the present distribution is an isolated one made up of the accumulation of earnings of the past year or so from some different sources which the company decided to distribute. The last dividends, in 1915, were quarterly three per cent. ones. In 1914, 24 per cent. was distributed; in 1913, 48 per cent; from 1910 to 1912, 60 per cent; and in 1909, 71 per cent., which was the top notch record.

DEATH OF RESPECTED LADY OF SHEDIAC

Miss Abbie Mills Dies of Pneumonia.— Had Many Relatives in New Brunswick

Special to The Standard.

Shediac, Dec. 28.—The community is saddened over the passing away of one of the most highly esteemed citizens, Miss Abbie Mills, daughter of the late Welling Mills, of Shediac Cape.

A few weeks ago there was illness and death in the home of relatives of the deceased, and Miss Mills went to those in bereavement and trouble to lend her kindly aid. While on duty in that way she took cold, which developed into pneumonia. She came up from that disease to a certain extent, but being of a delicate frail constitution she did not rally, and died Wednesday morning. The late Miss Mills is survived by one sister, Miss Emma. To her and other relatives the sympathy of the whole town is extended.

The deceased was an exceptionally fine character, kind to all, charitable and zealous in her church, and in all matters patriotic, and willing to help towards all causes to benefit humanity. She will be greatly missed by her many friends.

A good citizen has been called from our midst of whom it can truly be said: "She hath done what she could."

Miss Mills, who was an active worker in the Red Cross Society, contracted pneumonia while visiting Mrs. O. S. Mills, president of the Red Cross branch of Shediac Cape. Mrs. Mills died on November 24.

Miss Mills was a cousin of Captain John Welling, of the dredge Fielding, St. John; Manford Welling, C. G. R. Station Agent at Penobsquis, and of Mrs. Glasby, wife of Fred H. Glasby, of St. John Standard.

The funeral will take place at the Anglican Church of St. Martins-in-the Wood, Shediac Cape, on Friday afternoon.

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 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 & Fisheries Dept.
St. John, N. B., December 26th, 1916.

NOTICE TO MARINERS.

Notice is hereby given that the Schooner Passage bell buoy has been reported not ringing. Will be put in commission as soon as possible.

J. C. CHESLEY,
Agent, Marine & Fisheries Dept.
St. John, N. B., Dec. 28th, 1916.

NOTICE TO MARINERS.

Notice is hereby given that Peases Island Ledge bell buoy has been reported not ringing. Will be put in commission as soon as possible.

J. C. CHESLEY,
Agent, Marine & Fisheries Dept.
St. John, N. B., Dec. 28th, 1916.

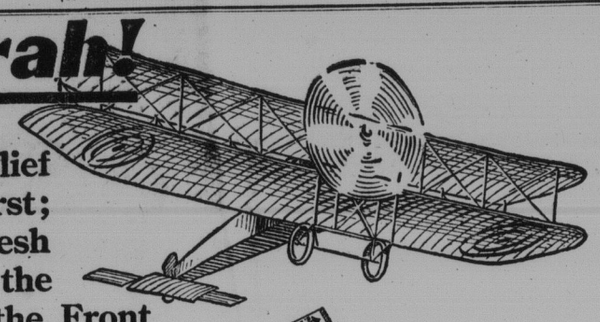
MANILLA CORDAGE

Galvanized and Black Steel Wire Rope, Oakum, Pitch, Tar, Oils, Paints Flags, Tackle Blocks, and Motor Boat Supplies.

Gurney Ranges and Stoves and Tinware.

J. S. SPLANE & CO.
19 Water St.

Hurrah!



Here's relief from thirst; here's fresh vigor for the boys at the Front and workers at home!

WRIGLEY'S

Soothes, refreshes, sustains through weary hours of suspense and struggle!

MADE IN CANADA

It helps appetite and digestion too. Delicious and antiseptic—wholesome and beneficial.

Sealed Tight Kept Right

5c the packet

After every meal and in the long watch, this lasting refreshment cheers thousands every day. A boon to smokers. Send some packets or a box to your soldier lad.

IT'S ON SALE EVERYWHERE.

The Flavor Lasts!

WM. WRIGLEY JR. CO., Ltd.
Wrigley Bldg., Toronto

C-52

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
via
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 On Sale Now
N. R. DesBrisay, D. P. A., C.P.R., St. John, N. B.

R.M.S.P.
SAILINGS TO THE WEST INDIES
Fortnightly Sailings
by
Twin Screw Mail Steamers
from
ST. JOHN, N. B. and HALIFAX, N. S.
Special Facilities for Tourists
Next Sailing—
Halifax Direct
RMSP "Chaudiere," Dec 29
St. John (via Halifax)
RMSP "Caraquet," Dec 31
Apply to—
THE ROYAL MAIL STEAM PACKET CO.
57-59 Granville Street, Halifax, N. S.
or to the Local Ticket Agencies.

ANCHOR-DONALDSON LINE
Glasgow-Portland Service.
From Glasgow via Halifax to Portland — From Portland to Glasgow, direct, noon
Glasgow-Halifax Service.
From Glasgow to St. John, Direct — From Halifax to Glasgow 5 p.m.
For particulars of sailings and rates apply to local agents or The Robert Reford Co., Limited General Agents, 162 Prince William street, St. John, N. B.

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.

The Maritime Steamship Co., Limited.
On March 5, 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 7.30 a.m., for St. John, returning leaves St. John Wednesdays 7.30 a. m., both ways via Campobello, Eastport and Wilson's Beach.
Leave Grand Manan Thursdays 7.30 a. m., for St. Stephen, returning Friday 7 a. m., via Campobello, 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 Campobello and Eastport.
Atlantic Standard Time.
SCOTT D. GUPTILL, 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.
METROPOLITAN STEAMSHIP LINE
Direct between Boston 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. FLEMMING, T. F. & P. A., St. John, N. B.