LATEST FINANCIAL AND SHIPPING NEWS AND NOTES

SHIPPING

MINIATURE ALMANAC.

January Phases of the Moon.

New Moon .. 5th 8h 45m a.m.
First Quarter 11th 11h 28m a.m.
Full Moon .. 20th 4h 29m a.m.
Last Quarter 27th 5h 35m p.m.

Date	Day of W.	Sun Rises	Sun Sets	H. Water a.m.	H. Water p.m.	L. Water a.m.	L. Water p.m.
8	S	8.09	4.53	1.43	14.01	8.04	20.33
9	Su	8.08	4.54	2.36	14.54	8.56	21.25
10	M	8.08	4.54	3.29	14.48	9.47	22.16

DOMESTIC PORTS.

Parrsboro, Jan. 5.—Arrd tern schr Lucille, Randall, St John for Bass River, with merchandise, in for harbor; schr Priscilla, Newcombe, St. Stephen.

BRITISH PORTS.

Dublin, Jan. 4.—Arrd stmr Ramore Head, Findlay, St. John, N B, for Avonmouth.

Fishguard, Jan. 3.—Arrd stmr Port Colborne, Steeves, Sydney, C B.

Melbourne, Jan. 3.—Arrd stmr Berwick Law, Henderson, Montreal.

FOREIGN PORTS.

New London, Jan. 5.—Arrd schrs Winnegance, Eastport for New York; Wm Booth, Stonington, Me, for do; I. A Plummer, from an eastern port for do.

Boston, Jan. 5.—Arrd schr Princess of Avon, Church Point.

Cld Jan. 5, schrs Cora May, St. John N B; Quetay, Belliveau Cove.

Boston, Jan. 5.—Arrd stmr Memphian, Manchester and Liverpool.

Cld Jan. 5, schrs Cora May, St. John Quetay, Belleveau Cove, N S.

Boothbay Harbor, Jan. 5.—Arrd schrs C B Clark, Bangor; Telumah, do; Edward Stewart, do; Northern Light, Calais; Jessie Ashley, Boston.

MARINE NOTES.

RECENT CHARTERS.

Schooner Eleanor F. Bartram, Philadelphia to Buenos Ayres, 1600 tons coal, $7, prompt; schr Chas N Simmons, Gulf to one or two ports Porto Rico, lumber, $11 to $11.50; schr Calhoun E. Ross, Jacksonville to New York, with dry cypress, $7.

ALLAN LINE.

The Allan liner Corinthian arrived in London on Thursday at noon.

BATTLE LINE.

The S.S. Eretria, Capt. Starratt, sailed from Oran January 6, for Hampton Roads for orders.

STOCK QUOTATIONS ON N.Y. EXCHANGE

(McDOUGALL & COWANS)

	Open.	High.	Low.	Close.
Am Beet Sug	66	67½	66	67½
Am Car Fy	71	72½	71	72½
Amer Woolen	46	47	45	45
Am Loco	65	66	64¼	66
Am Smelt	110½	111½	109⅜	110½
Anaconda	90	90⅝	89½	90¼
Butte and Sup	75⅝	77⅜	75¼	76¾
Am Tele	127⅝	127⅝	127⅝	127⅝
Hide and Leath	53⅝	54⅛	53½	54½
Atchison	107⅝	107⅝	107	107¼
Am Can	61	63	60⅝	63
Balt and O Co	94⅞	94⅝	94½	94⅝
Bald Loco	112¾	114	110½	113¾
C P I	..	51	50⅜	51
Ches and Ohio	65½	65½	65⅛	65½
Chino	..	54¼	54¼	54¼
Cent Leath	53	53	53	53
Can Pac	180⅛	180⅛	179¾	180⅛
Cruc Steel	66	66½	62½	66
Erie Com	41⅝	42¼	41⅝	42¼
Lehigh Val	81½	81¼	81¼	81½
Miss Pac	5½	5⅝	5½	5⅝
NY NH and H	75½	75⅞	75⅛	75¾
N Y Cent	108⅞	109	107⅞	109
Nor Pac	116⅜	116¾	116⅛	116½
Penn	59	59	58⅝	58¾
Press Stl Car	62	62	62	62
Reading Com	81½	82½	81¼	82½
Rep Steel	53	53¾	53⅛	53¼
St Paul	100⅝	101¼	100¼	101
Sou Pac	102½	103	102½	103
Sloss	..	61⅛	..	..
Studebaker	158⅜	159⅝	155¾	159⅜
Un Pac Com	138¼	138¾	137¾	138¾
U S Steel Com	86⅝	87½	86⅞	87½
U S Steel Pfd	117⅝	117⅜	117¼	117⅜
U S Rub Com	55½	56⅛	55	56⅛
Westing Elec	67	68⅝	66¼	68

CHICAGO GRAIN AND PRODUCE

(McDOUGALL & COWANS)

Chicago, Jan. 7.—Wheat, No. 2 red, 1.27; No. 3 red, 1.24½; No. 2 hard, 1.27 to 1.28; No. 3 hard, 1.18 to 1.20.

Corn—No. 2 yellow, old, 76¾; No. 4 yellow, new, 70⅝ to 72; No. 4 white, new, 68 to 71½.

Oats—No. 3 white, 44¼ to 45½; standard, 46 to 46½.

Rye—No. 2, 98½.

Barley—64 to 78.

Timothy—6.00 to 8.00.

Clover—10.00 to 19.00.

Pork—17.75 to 18.75; lard, 9.87 to 10.02; ribs, 9.82 to 10.32.

	High.	Low.	Close.
Wheat.			
May	127⅝	125¼	125¼
July	119⅝	117⅝	117⅝
Corn.			
May	77⅞	77	77½
July	78⅛	77½	77⅜
Oats.			
May	48⅜	48	48⅛
July	47⅛	46⅝	46¾

MARKET DEPRESSED IN EARLY HOURS, PARTIALLY RECOVERED BEFORE CLOSE

Net Gains in Several Issues in Second Half of Session—U. S. Steel Moved Upward Before Final Hour to 87 1-2, Closing at Its Best.

New York, Jan. 7—Conflicting elements guided the course of today's active market, to a considerable extent. During the forenoon sentiment remained under the spell of depression, or caution engendered by the Gary statement, and prices ranged from heavy to weak, some specialties yielding three to six points, while high-priced issues suffered more severely. In the last half of the session material recoveries, running into substantial net gains, were registered, the improvement being concurrent with the report that Berlin had accepted Washington's terms in the matter of the Lusitania case.

United States Steel, the bell wether of the market, had been in free supply during the early operations at 86, yesterday's low price, but on the upward movement of the afternoon it advanced to 87½, closing at its best. Other shares, notably American, war specialties and petroleums, as well as coppers, and miscellaneous issues, rose spiritedly from low levels, and General Motors, which registered an early loss of 25 at 415, rebounded to 450.

Rails also participated in the rise, although to a smaller extent. A feature of this group was the better inquiry for issues of minor roads at a material gain toward the close. Among the other specific movements was the rise of Mercantile Marine preferred, which made an extreme advance of 3⅝ to 79⅝, on unofficial statements purporting to give an outline of the proposed reorganization. Total sales of stocks amounted to 535,000 shares.

Reactionary tendencies were at work in the foreign exchange market, sterling falling over two cents from its high rate of the previous day. Marks made the new low rate of 73, on some early offerings, but closed at 73¾, yesterday's minimum. Anglo-French 5's rose to 95⅛, their high quotation of recent weeks, and within a fraction of the syndicate price.

The known movement of money during the week points to an increase of local bank reserves tomorrow, largely as a result of additional gold imports. New financing by railroads and industrial corporations, is expected shortly.

Bonds were firm, with more diversified trading. Total sales, par value, $4,320,000.

MONTREAL TRANSACTIONS

(McDOUGALL & COWANS.)

Morning

Montreal, Friday, Jan. 7th—
Cedars Bonds—100 @ 85¾.
Steel of Canada Pfd.—50 @ 93.
Carriage Factories—25 @ 45.
Steel of Canada Com.—25 @ 37½.
Brazilian—5 @ 54.
Coal Pfd.—10 @ 98½.
Cement Com.—11 @ 38.
Cement Bonds—1,000 @ 92½.
Dom. Iron Com.—5 @ 47½, 50 @ 47¼.
Shawinigan—30 @ 134.
Laur. Power—3 @ 60½, 15 @ 60, 10 @ 59½, 15 @ 59¾.
Canada Car Com.—140 @ 76.
Canada Car Pfd.—5 @ 98.
Detroit United—150 @ 70½.
Crown Reserve—225 @ 51, 400 @ 51¾.
N. S. Steel Com.—10 @ 100½, 240 @ 100.
Hollinger—40 @ 29¼.
General Electric—25 @ 109½, 25 @ 109¾.
Bank of Hochelaga—15 @ 149.
Penmans—5 @ 60.

Afternoon

Steel of Canada—40 @ 37¾, 10 @ 37¼.
Carriage Factories—150 @ 45, 75 @ 44, 75 @ 44½, 115 @ 45¼, 75 @ 44½.
Dom. Iron Com.—35 @ 47¼.
Shawinigan—15 @ 134, 100 @ 133¼.
Bell Telephone—5 @ 144.
Canada Car—15 @ 76½.
Toronto Rails—3 @ 111.
Hollinger—25 @ 29½.
General Electric—20 @ 110.
Penmans—5 @ 60.

PART OF CARGO JETTISONED

London, Jan. 5.—Stmr Port Colborne, Steeves, from Quebec via Sydney, C. B., has arrived at Fishguard with furnace collapsed; was obliged to jettison part of deckload during gale.

NEW YORK COTTON MARKET SALES

(McDOUGALL & COWANS.)

	High.	Low.	Close.
Jan.	12.36	12.28	12.36
Mar.	.60	.44	.59
May	.84	.67	.83
July	.98	.81	.97
Oct.	.63	.47	.62

MONTREAL MARKET

(McDOUGALL & COWANS.)

	Bid.	Ask.
Ames Holden Com.	20⅜	20⅞
Ames Holden Pfd.		72
Brazilian L. H. and P.		54
Canada Car	77½	78½
Canada Car Pfd.		98
Canada Cement		38
Canada Cement Pfd.		90½
Can. Cotton	36	38
Crown Reserve	52	..
Detroit United	36½	38
Dom. Bridge	228	229
Dom. Canners		31
Dom. Iron Pfd.	96	98
Dom. Iron Com.	47¼	47½
Dom. Tex. Com.	74	76
Laurentide Paper Co.	191	192
Lake of Woods	133	134
MacDonald Com.	10	11
Minn. and St. Paul	123	125
Mt. L. H. and Power	231½	233
N. Scotia Steel and C.	100¼	101
Ottawa L. and P.		120
Ogilvies	133	136
Penman's Limited		60
Quebec Railway	14	14¾
Shaw W. and P. Co.	133¼	134
Sher. Williams Co.	55	60
Spanish River Com.		4
Steel Co. Can. Com.	37⅝	37¾
Steel Co. Can. Pfd.		93
Toronto Rails		111
Tucketts Tobacco		29
Winnipeg Elect		180

Winnipeg Wheat Close
May—120¾.
July—120⅝.

CLOSING LETTER OF N. Y. MARKET BY E. & C. RANDOLPH

(McDOUGALL & COWANS.)

New York, Jan. 7.—The market rallied on the shorts in the afternoon, the advances being greatest in the stocks which had previously suffered the heaviest declines. The recovery was helped by reports which put a somewhat better complexion on the international difficulty. It was stated at Washington that all questions relative to the Lusitania disaster had been practically closed up, Germany having acceded to the American demands, and there was at 11 a. m. a complete lack the destruction of the Persia resulted from an attack by a submarine. None of the survivors saw a submarine either before or after the explosion and there is a possibility that the vessel was destroyed by contact with a mine.

The copper metal market was weak in London but prices were maintained here at 24 cents a pound, and the price of lead was further advanced in the course of the day. The rise in lead prices combined with expectation of an increase in the dividend from four to five per cent was the cause of an advance in Federal Mining and Smelting Pfd., usually a very inactive specialty. Progress is being made on the International Mer Marine reorganization plan and it is thought likely that the common stockholders committee will accept the plan prepared by the representatives of the Pfd stockholders.

Sales, 807,939. Bonds, $4,410,500.

E. & C. RANDOLPH.

ASHORE AND FLOATED.

Schooner Hartney W., from Parrsboro via Portland, Maine, for New York, went ashore near the Piquoit Casine early in Jan. 5th. She was floated by the Scott Wrecking Company. She is full of water, and will be placed in dry dock.

PRODUCE PRICES ON MONTREAL MARKET

(McDOUGALL & COWANS.)

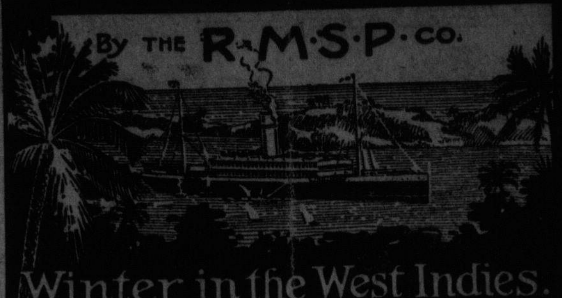
Montreal, Jan. 7.—Corn, American, No. 2 yellow, 82 to 83.

Flour—Man. spring wheat patents, firsts, 6.90; seconds, 6.40; strong bakers, 6.20; winter patents, choice, 6.50; straight rollers, 5.80 to 5.90; straight rollers, bags, 2.75 to 2.85.

Millfeed—Bran, 24; shorts, 25; middlings, 28 to 30; moullie, 31 to 33.

Hay—No. 2, per ton, car lots, 20 to 20½.

Potatoes—Per bag, car lots, 1.50 to 1.60.



STEAMSHIPS.

MANCHESTER LINE

From Manchester		From St. John
Dec. 5	Manchester Merchant	Dec. 25
Dec. 14	Manchester Miller	......
Dec. 25	Manchester Citizen	Jan. 15
Dec. 31	Manchester Shipper*	Jan. 15
Jan. 7	Manchester Corpora'tn	Jan 29

Steamers marked * take cargo to Philadelphia.
WM. THOMSON & CO., LTD., Agents, St. John, N. B.

FURNESS LINE

From London.		From St. John.
Dec. 19	Rappahannock	Jan. 3
Dec. 31	Shenandoah	Jan. 15

WM. THOMSON & CO., LTD., Agents, St. John, N. B.

RAILWAYS.

CANADIAN GOVERNMENT RAILWAYS

CHANGE OF TIME
Saint John——Montreal.
Commencing January 8th.

MARITIME EXPRESS.
Will leave St. John 6.10 p. m. Daily. First Sunday trip January 9th.

OCEAN LIMITED
Will leave Halifax 8.00 a. m. Daily except Sunday. No trip Sunday, January 9th.

STEAMSHIPS.

Head Line

St. John to Dublin
SS. Bengore Head............Dec. 7
SS. Bray Head..............Dec. 20

St. John to Belfast
SS. Inishowen Head..........Dec. 7

St. John to Avonmouth
SS. Ramore Head.............Dec. 15

Subject to Change.
WM. THOMSON & CO., LTD., Agents.

EASTERN STEAMSHIP LINES.

All-the-Way-by-Water.

INTERNATIONAL LINE.
Steamship Calvin Austin
Will leave St. John Thursdays at nine a.m. for Lubec, Eastport, Portland and Boston.
Returning leaves Boston Mondays at nine a.m. via Portland, Eastport and Lubec, due at St. John Tuesday afternoon.

MAINE STEAMSHIP LINE
Between Portland and New York.
Steamships North Land and Herman Winter.
Reduced Fares—Reduced Stateroom Prices.
Schedule disturbed—Information upon request.
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.

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 and Warehousing Co., St. John, N. B.
'Phone 2581. 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.

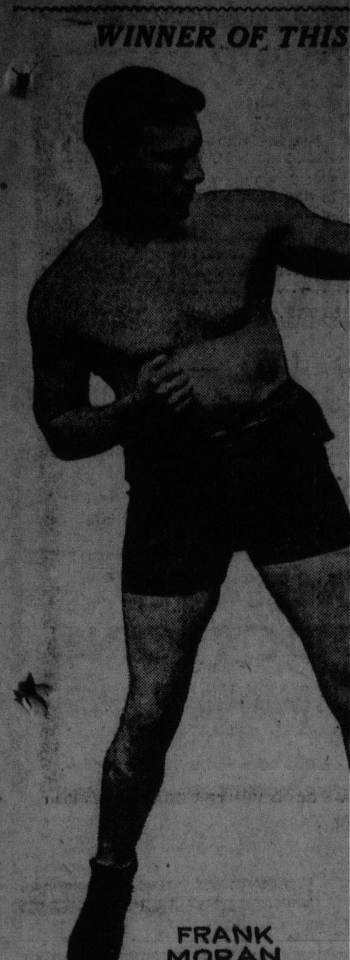
CHANGE OF TIME.

Fall and Winter Time Table of the
GRAND MANAN S.S. CO.

Grand Manan Route—Season 1915-16
After October 1st, 1915, and until further notice, a steamer of this line will run as follows:
Leave Grand Manan Mondays at 7.30 a. m. for St. John, via Eastport, Campobello and Wilson's Beach.
Returning leave Turnbull's Wharf St. John, Wednesdays at 7.30 a. m., for Grand Manan, via Wilson's Beach, Campobello and Eastport.
Leave Grand Manan Thursdays at 8 a. m. for St. Stephen, via Campobello, Eastport and St. Andrews.
Returning, leave St. Stephen Fridays at 7.30 a. m. for Grand Manan, via St. Andrews, Eastport and Campobello.
Leave Grand Manan Saturdays at 7.30 a. m. for St. Andrews.
Returning same day, leaving St. Andrews at 1 p. m., calling at Campobello and Eastport both ways.
Atlantic Standard Time.
L. C. GUPTILL, Manager, Grand Manan.

Live Sport

WINNER OF THIS



FRANK MORAN

It is expected that the winner of the
chosen to meet Jess Willard in a champion
the next big fight.

THREE STARS WHO WILL FEEL THE IRON HAND

"Peace in baseball" and "A Happy New Year" are not synonymous in the minds of three of the headliners of baseball. Not by a whole lot. In fact these three fail to see how a new year can be happy with peace in baseball. The three:

Tris Speaker, star of the Boston Red Sox.

Frank Baker, home-run swatter of the Athletics.

Dave Davenport, star pitcher of the St. Louis Feds.

The members of this trio are the first to feel the iron hand since peace was declared in baseball; and the iron hand in this instance is called that because it reaches into the pockets of the athletes and extracts perfectly good money therefrom.

Read the sad stories of the members of this trio:

Here is the one of Dave Davenport:

Davenport is a right-hand pitcher, possessing wonderful speed and a great book. He was looked upon as a wonder while with the Cincinnati Reds and lost none of his luster when he hopped to the Federal League team of the Mound City. Unfortunately—for Davenport, of course—he failed to insist upon a long-term contract and the one he signed expired with the last game of 1915.

Philip Ball, one of the principal owners of the Fed team, began negotiations for a new contract. Garry Herrmann, president of the Cincinnati Reds, knowing that he was not under contract, made him an excellent offer to return to the National League.

Davenport did what good business indicated, hemmed and hawed, and thought he would permit the one to bid against the other and wait until each had pronounced his last word.

Bringing Up