

A Reliable Business Directory.

BAKERS

ST. JOHN BAKERY
Standard Bread, Cakes and Pastry.
H. TAYLOR, Proprietor.
21 Hammond Street. Phone M. 2148.

BINDERS AND PRINTERS

Modern Artistic Work by
Skilled Operators.
ORDERS PROMPTLY FILLED.
THE McMILLAN PRESS
98 Prince William Street. Phone M. 4740

CONTRACTORS

ISAAC MERCER
Carpenter and Jobber.
197 Carmarthen St.
Phone M. 2991-31.

W. A. MUNRO

Carpenter - Contractor.
134 Paradise Row.
Phone 2129.

EDWARD BATES

Carpenter, Contractor, Appraiser, etc.
Special attention given to alterations
and repairs to houses and stores.
80 Duke St. Phone M. 786.
St. John, N. B.

CANDY MANUFACTURER

"G. B."
CHOCOLATES
The Standard of Quality
in Canada.

Our Name a Guarantee of the Finest Materials.

GANONG BROS., LTD.
St. Stephen, N. B.
Food Storage License No. 11264.

COAL AND WOOD

COLWELL FUEL CO., LTD.
Coal and Kindling.
UNION STREET, W. E.
Phone W. 17.

H. A. DOHERTY

Successor to
F. C. MESSENGER.
COAL AND WOOD
375 Haymarket Square.
Phone 3030.

ELEVATORS

We manufacture all styles Harness
and Horse Goods at low prices.
H. HORTON & SON, LTD.
9 and 11 MARKET SQUARE,
Phone Main 448.

HACK & LIVERY STABLE

WM. BRICKLEY
Boarding and Livery Stable
74 1-2 Coburg Street.
Phone M. 1367.

JEWELERS

POYAS & CO., King Square
Full lines of Jewelry and Watches.
Prompt repair work. Phone M. 295-11

FARM MACHINERY

OLIVER PLOWS
McCORMICK TILLAGE AND
BINDING MACHINERY
J. P. LYNCH 270 Union Street
Get our prices and terms before
buying elsewhere.

FIRE INSURANCE

WESTERN ASSURANCE CO.
(1851 A. D.)
Fire, Explosion, Strike, Riot, Auto-
mobile, Postage and Marine.
Assets exceed \$1,000,000.
Agents Wanted.

FRESH FISH

Fresh Fish of all kinds.
JAMES PATTERSON,
19 and 20 South Market
Wharf, St. John, N. B.

GROCERIES

T. DONOVAN & SON
Groceries and Meats
203 Queen Street, West End.
Phone West 286.
Canada Food Board License
No. 8-8568.

HORSES

Just received from Ottawa, carload
horses. Edward Hogan, Union Street.

QUEEN INSURANCE CO.

(LIFE ONLY)
Security Exceeds One Billion
and a Half Dollars.
C. E. L. Jarvis & Son,
Provincial Agents.

"Insurance That Insures"

FOR
SEE US
Frank R. Fairweather & Co.,
12 Canterbury Street. Phone M. 653.

AUTO INSURANCE

Ask for our New Policy
FIRE, THEFT, TRANSPORT,
COLLISION.
All in one Policy.
Enquiry for Rates Solicited.
Chas. A. MacDonald & Son,
Provincial Agents. Phone 1558.

WESTERN ASSURANCE CO.

(1853)
Fire, War, Marine and Motor Cars.
Assets exceed \$5,000,000.
Agents Wanted.

R. W. W. FRANK & SON,

Branch Managers. St. John.

HOTELS

VICTORIA HOTEL
Better Now Than Ever.
87 KING STREET, ST. JOHN, N. B.
St. John Hotel Co., Ltd.
Proprietors.

A. M. PHILLIPS, Manager,

Canada Food Board License
No. 10-8455.

CLIFTON HOUSE

(THE COMMERCIAL MAN'S HOME)
CORNER GERRARD AND PRINCE STS.
REYNOLDS & FRITCH

ROYAL HOTEL

King Street
St. John's Leading Hotel.
RAYMOND & DOHERTY CO., LTD.

DUFFERIN HOTEL

FOSTER & CO., Prop.
Open for Business
King Square, St. John, N. B.
J. T. DUNLOP, Mgr.

HARNESS

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NERVOUS DISEASES

ROBERT WILBY, Medical Electrician
Specialist and Masseuse. Treats all
nervous diseases, neurasthenia, loco-
motor ataxia, paralysis, sciatica,
rheumatism. Special treatment for
uterine and ovarian pain and weak-
ness. Facial blepharitis of all kinds
removed. 46 King Square.

PATENTS

FETHERSTONHAUGH & CO.
The old established firm. Patents
everywhere. Head office Royal Bank
Building, Toronto. Ottawa offices, 5
Elgin Street. Offices throughout Can-
ada. Booklet free.

CHIROPODIST

MISS L. M. HILL
has resumed practice at the old
address, 92 Princess Street.
Office hours 9 a.m. to 6 p.m.
Phone 1770 M.

MISCELLANEOUS

FREE DEVELOPING
when you order 1 dozen pictures from a
6 exp film. Prices 40c, 50c, 60c
per dozen. Send money with films to
Wasson's, St. John, N. B.

VIOLINS, MANDOLINS,

and all String Instruments and Bows
Repaired.
SYDNEY GIBBS, 81 Sydney Street
Established 1870.

G. G. MURDOCH, A.M.E.I.C.

Civil Engineer and Crown Land
Surveyor.
74 Carmarthen Street.
Phone M. 63 and M. 655.

DOMINION COAL COMPANY

DOMINION
SPRINGFIELD
GENERAL SALES OFFICE
118 ST. JAMES ST. MONTREAL

COAL

IN STOCK
All Sizes American Anthracite
Georges Creek Blacksmith
Springhill Reserve
PRICES LOW

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

Agents at St. John.

LANDING

SYDNEY SOFT COAL
McGIVERN COAL CO.,
TEL. 42. 5 MILL STREET.

STEAM BOILERS

We are offering for immediate
shipment out of stock "Matheson"
steam boilers as under. All are abso-
lutely new, of recent construction
and late designs:-
Two-Vertical type 35 h. p., 48"
dia., 9'0" high, 125 lbs. w. p.
One-Portable type on skids, 50 h.
p., 48" dia., 16'0" long, 125 lbs.
w. p.
One H. R. T. type, 60 h. p., 54"
dia., 14'0" long, 125 lbs. w. p.
Boilers of other sizes and de-
signs can be built to order very
promptly, regarding which we
solicit correspondence.

I. MATHESON & CO., LIMITED

New Glasgow, Nova Scotia

Conserve Your Health

Dr. Wilson's HERBINE BITTERS
will quickly relieve pain in the back,
take away the burning in bladder, re-
store healthy action to the kidneys, and
make a tired, worn-out, pain-plagued
man feel as if he had been born anew.
Dr. Wilson's Herbine Bitters are made from
simple herbs and are Nature's own remedy for
kidney troubles, indigestion, constipation, bil-
lous headaches, general run-down condition.

Canada needs her own

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TRANSPORTATION

CUNARD ANCHOR

ANCHOR-DONALDSON

Regular Passenger Services
to all British Ports
ANCHOR-DONALDSON
TO GLASGOW.

CUNARD LINE

TO LIVERPOOL.
From -
New York Vascari June 16
New York Vascari June 21
New York Royal George June 24
New York Orinda June 28
New York Caronia July 1
New York Carmania July 5

ANCHOR LINE

NEW YORK TO GLASGOW.
For rates of passage and further
particulars apply to all local ticket
agents, or to
THE MERCHANT STEAMSHIP COMPANY
LIMITED.
162 Prince William Street,
ST. JOHN, N. B.

The Maritime Steamship Co.

Limited
TIME TABLE

On and after June 15, 1919, a steamer
of this company leaves St. John every
Saturday, 7:30 a. m., (daylight time),
for Black's Harbor, calling at
Dipper Harbor and Beaver Harbor.
Leaves Black's Harbor Monday, 10
hours of high water, for St. Andrews,
calling at Lord's Cove, Round Bay,
L'Etete or Back Bay.
Leaves St. Andrews Monday evening
or Tuesday morning, according to
the tide, for St. George, Back Bay
and Black's Harbor.
Leaves Black's Harbor Wednesday 7
on the tide for Dipper Harbor, calling
at Beaver Harbor.
Leaves Dipper Harbor for St. John
8 a. m., Thursday.
Agent - Thorne Wharf and Ware-
housing Co., Ltd., Phone 2581. Man-
ager Lewis Connors.

GRAND MANAN S.S. CO.

DAYLIGHT TIME.
Commencing June 1st, a steamer of
this line leaves Grand Manan Mon-
days, 7:30 a. m., for St. John via
Campobello and Eastport, returning
leaves St. John Tuesdays, 10 a. m.,
for Grand Manan, via the same por-
t, Wednesdays leave Grand Manan, 8
a. m., for St. Stephen, via intermedi-
ate ports, returning Thursdays,
Fridays, leave Grand Manan, 6:30 a.
m., for St. John direct, returning 2:30
same day.

Eastern Steamship Lines, Inc.

ST. JOHN AND BOSTON
Resumption of Service
The S. S. "Calvin Austin" will leave
St. John every Wednesday at 9 a. m.,
and every Saturday 5 p. m. (Atlantic
time).

MANCHESTER LINERS

Direct Sailings.
MANCHESTER
To St. John
About every three weeks.
Wm. Thomson & Co., Ltd.
Agents.

CP & OS

SAILINGS-RATES
MONTREAL - LIVERPOOL
Canadian Pacific
OCEAN SERVICES

LATE SHIPPING INTELLIGENCE

PORT OF ST. JOHN.
June 12, 1919.
Arrived Wednesday.
S. S. Tonto, 1370, Ryan, Port Tal-
bert.
Coastwise - Sira Valinda, 56, Lewis,
Clementson; Bear River, 70, Wood-
worth, Digby.

TRAVELLING?

Passage Tickets By All
Ocean Steamship Lines
WM. THOMSON & CO.
LIMITED.
Royal Bank Bldg., St. John.

AMERICA TAKES

SECOND PLACE IN

SHIPPING WORLD

Adds 3,400,000 Tons to Her
Holdings During the War
Despite Enormous Losses.

The United States has jumped from
ninth to second place in the list of na-
tions as a shipping power. This re-
markable gain has been made in the
last five years of war and in the face
of great losses of tonnage by subma-
rines and mines.

The war effect on shipping has
been remarkable and twenty-four of
the twenty-eight leading nations have
changed their positions. Germany, C.
Witbank has compiled figures from
governmental sources showing just
what has happened and he sets forth
his conclusions in an article appearing
in the current issue of "The Rudder."

Most amazing was America's great
stride forward in the world's maritime
lineup. At the outset of the war this
country had only 1,076,000 gross tons
of steam ocean going shipping. Nearly
two-thirds of that total was lost, yet
the United States now possesses 4,
476,000 tons. To gain second position
this country had to pass Italy, Hol-
land, the British Colonies, Japan,
France, Norway and Germany.

Chile and Portugal each advanced
four positions in the list of nations.
Mr. Witbank shows, mainly through
acquiring German tonnage, Turkey
sustained the greatest loss, falling sev-
en positions. Great Britain retained
her lead but with tonnage greatly re-
duced. Germany fell back only one
position in the list of nations because
her shipping was driven off the seas
and not exposed to loss.

Exhaustive analysis of the ship cas-
ualties of the war convinces Mr. Wit-
bank that the U-boat was greatly over-
rated as a weapon of destruction.
Comparison of the figures showing the
fact that German mines destroyed more
tonnage than submarines. The total
loss from all causes was estimated at
158,000 tons, of which forty-two per
cent is attributed to mines, thirty-
eight to U-boats, sixteen to marine
risks and the remaining four per cent
to raiders, seismure and other causes.

Neutral nations sustained a loss of
2,239,000 tons, of which 806,000 was
due to mines, 806,000 to U-boats and
1,527,000 to other causes.

In the case of America, Mr. Wit-
bank shows the loss of about 700,000
tons was divided about evenly be-
tween war and regular marine risks.
About 7,000 allied and neutral ves-
sels were destroyed, the figures show-
ing that Germany is believed to have
destroyed about 300 U-boats and to have
even half of the ships lost to the sub-
marines would have had to account for
the remaining four per cent.

"While the total of U-boat destruc-
tion seems far less than has been
believed," Mr. Witbank states, "the
losses in excess of 5,700,000 tons,
representing a loss in ship values
alone of more than \$1,140,000,000. On
the same basis, 46 per cent of the
total tonnage and cargo values, due to
mines, totals more than \$1,000,000,000,
and from other causes about \$500,000,
000. Here an aggregate of more than
\$4,000,000,000 loss, to which must be
added a loss of more than \$3,000,
000,000, due to lost earning power, prop-
erty, lives insured and cargoes dam-
aged, but not sunk, a total of nearly
\$8,000,000,000."

The record of replacements of
ships is more remarkable than the de-
struction. Mr. Witbank states, "The
Allies and the neutrals built 11,571,000
gross tons and Germany and her al-
lies only 314,000 tons. The tonnage
seized by the Allies amounted to 2,
372,000, while the Germany allies
seized 211,000 tons. In other words,
the enemy's seizure was larger on a
percentage basis than were those of
the Allies."

"Of the 29,260,000 gross tons of
steam ocean going shipping held by
the Allies on August 1, 1914, more than
40 per cent was destroyed during the
war, but at the close of hostilities the
net loss in tonnage was hardly more
than 4 per cent of the pre-war total."

Mr. Witbank states: "For the neutrals
the result was a slight net gain and
for the Allies and neutrals combined
emerged from the war with a deficien-
cy of less than 1,000,000 tons in their
pre-war holdings."

"In comparison with these results
the showing of the Central Powers is
poor. In net loss and in proportion of
gross and net loss to tonnage held, as
well as to replacements, Germany and
her allies suffered far more severely
than the rest of the world. Germany
replaced only 46 per cent of her
losses, Austria, 70 per cent, and Tur-
key only 48 per cent. Despite her
heavy losses, Germany at the time
the armistice was signed was still in
possession of sufficient tonnage to
leave her a menace as a commercial
power."

The heavy penalty laid on Germany
by the peace terms, however, reduces
her to impotency as a shipping power
and today she has not even a pros-
pect of a position among the first ten
maritime leaders for years to come.

Whipple-Watters.

Miss Ethel, daughter of Mr. and
Mrs. Harding Watters, Church Ave.,
Fairville, was married to John Boyd
Whipple, Whipple street, Lunenburg,
at 5 o'clock yesterday morning at the
Fairville Baptist church by Rev. A. S.
Bishop. She was attended by her sis-
ter, Miss Evelyn, Frederick C. Whip-
ple, brother of the groom, and a re-
turned soldier, acted as groomsmen.

Following a wedding breakfast at
the home of the bride's parents, the
happy couple left on an auto-
mobile tour up river. On their return
they will reside at 27 Church Avenue.
The bride, who has been a popular
society lady with Manchester, Robert-
son, Allison, Ltd., King street, received
many beautiful presents, including
glass, silver and furniture.

The marriage of Miss Rose Stafford,
daughter of Mayor and Mrs. Jesse
Stafford, of Marysville, and Judson
Bettie of St. John took place yester-
day afternoon at the home of the
bride's parents in Marysville. Mr. and
Mrs. Bettie will make their home in
St. John.

Turnbull-Ingersoll.
A quiet wedding took place Tues-
day evening at the residence of Mr.
and Mrs. Halseell Ingersoll, 1 St.
James street, when their eldest daugh-
ter, Ethel, was united in marriage to
Harry Turnbull of St. John. Rev.
George Morris performed the cere-
mony. The bride, who wore a con-
tinue of white crepe de chine with
bridal veil, was attended by her sister,
Miss Lottie Ingersoll. After the cere-
mony a wedding supper was served
by the immediate friends, including
Mrs. J. E. Gaskill and Mrs. Frank In-
gersoll of Grand Manan. The happy
young couple will reside on Queen
street.

Rev. F. J. McMurray married Ed-
ward Logue and Miss Mary Brown
at 5 o'clock yesterday morning at the
St. John Baptist church, Broad
street. The witnesses were William
E. Sullivan and Miss Nellie Barry. The
groom is a resident of Peteraville, and
the bride, who has been living in St.
John for several years, formerly lived
at Peteraville, also.

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SURPRISE SOAP

A PURE SOAP

HARD SOAP

All Cakes of Laundry Soap look more or less
alike, but they can be quite different in
Quality and Value.

"SURPRISE" is just good Solid Soap—not
padded or filled with useless material to
make it look big.