

LATEST FINANCIAL AND SHIPPING NEWS AND NOTES

THE WEEK ON N.Y. RAILWAYS A DOMINANT FACTOR EXCHANGE AS SEEN BY J. S. BACHE & CO.

The market this week has not passed through a normal reaction in an orderly manner. The technical position was such that the reaction was needed to correct excessive advance in some quarters, and this has been partly accomplished. The oneness of the market is being gradually overcome, and the preponderant position on the industrial side has been partially reduced. More interest is being shown each week in railroads, and in the more conservative industrials. This correction of equilibrium must continue and will be brought about by further reactions from time to time. There is nothing in sight except the danger of overdoing in speculation, to warrant anything but optimistic expectations.

This does not mean that the pathway is entirely clear. The situation in foreign exchange, though steadier, is still unrelievedly important or permanently so, that the threatened obstacle to our continued heavy imports is still to be considered.

This, however, is a purely business problem. An enormous demand exists for our enormous supply of the commodities and merchandise wanted. The purchasers are "good" for their requirements and have abundant security to offer through their own banks. We in this country have at this time unlimited cash and credit resources. The logical method is for the foreign banks to arrange with American banks for dollar acceptances. This could be done to the extent of hundreds of millions without the least disturbance of our money market. It is a golden opportunity for sound banking procedure.

The market indications are that the interest in the industrial stocks will continue and that railroads will grow in favor. The abundant and increasing supply of money must act to sustain values. Due to a scientific banking system, we have passed through the Fall crop-moving season without a perceptible firmness anywhere along the line. Such funds as went out are flowing back, and other funds are accumulating here from all parts of the world. The bank surplus is now \$200,000,000 and increasing. Exports play an enormous figure in our favor. Idle funds are seeking investment in bonds of all classes, but gilt-edged and other issues are still active in price.

The steel statement was a confirming document as to the steadily increasing profits in this trade, and the iron age this week intimates possibilities of a runaway market in finished products, forecasting higher prices and new impetus.

Steel Common must be classed as a war stock, as it is in the current to supply all the war-munition makers. Its price, however, has not risen abnormally, as will be seen by comparison with other years. It sold high at \$24 in 1912, \$27 in 1911, \$19 in 1910, and \$45 in 1909. The end of the war is far off.

J. S. BACHE & CO.

Gain of 11 points to 194, recorded by Canadian Pacific—Bethlehem still weak, losing 39 points before end of session—War Stocks reactionary.

New York, Nov. 1.—Under the influence of further favorable trade conditions as disclosed by some remarkable statements of railway earnings, many investment stocks ascended to higher quotations today, while specialties were disposed to react. The heaviness of the latter issues was due, in part, to intimations that the allies had decided not to pay the higher prices demanded by American manufacturers of munitions and similar supplies.

Railroads were the governing factor of the session, Canadian Pacific being more to a driving force of the short interest in that stock than to any actual developments in connection with the company's affairs, although its earnings show substantial improvement over the corresponding period of last year.

Pennsylvania was another strong rail, rising 2 1/2 to 61 1/2, more than recovering its quarterly dividend. All the eastern lines as well as gargers, and Pacific, averaged a point or two higher, Erie's supplementing their gains of the past fortnight. Some diversion was afforded by the strength and unusual activity of all the low priced southern and southwestern shares, led by Missouri Pacific.

United States Steel rose fractionally to 88 3/4, a new high level for the current movement, at the opening market, but later lost this gain, and considerably more, closing at 87. Bethlehem Steel's weakness was the subject of some apprehension, the stock opening at 60, a decline of 24 1/2, later falling to 45, one intermediate quotation showing a loss of 25 points. Bethlehem's final price was 46 1/2.

Studebaker, Baldwin Locomotive, Maxwells and Crucible Steel were lower by 3 to 10 points, but Coppers were fairly steady, Utah rising over a point to the new record of 74. Closing prices were conflicting, with an irregular undertone. Total sales aggregated 1,125,000 shares.

Pennsylvania railroad made a net gain of \$1,562,000 on its eastern lines in Sept., while the system west of Pittsburgh contributed \$1,141,000, records exceeded only twice in the road's history. New York Central reported a net gain of \$1,755,000.

Bonds were strong, with higher quotations for convertible issues. Total sales, par value, amounted to \$5,215,000.

United States and Panama bonds were 1/4 to 3/4 per cent. higher.

MONTREAL TRANSACTIONS

(McDOUGALL & COWANS) Montreal, Monday, Nov. 1st—Cedar Bonds—\$200 @ 85. Cedars Com.—\$20, 295 @ 80 1/2. Steamships Pfd.—\$5 @ 67 1/2. Steel of Canada Pfd.—100 @ 89, 50 @ 89 1/2. Can. Locomotive—350 @ 67, 125 @ 67 1/2, 85 @ 67 1/2. Cement Pfd.—436 @ 90 1/2. Cement Com.—100 @ 39 1/2, 150 @ 40, 425 @ 40 1/2, 50 @ 40 1/2, 100 @ 41 1/2, 325 @ 42 1/2, 355 @ 42 1/2, 235 @ 42 1/2, 25 @ 42 1/2, 30 @ 42 1/2, 25 @ 43, 50 @ 42, 42 1/2, 100 @ 42 1/2, 10 @ 43 1/2, 100 @ 42, 835 @ 42 1/2, 975 @ 42, 100 @ 42 1/2, 325 @ 42 1/2, 125 @ 44 1/2, 100 @ 44 1/2, 800 @ 45. Steel of Canada—70 @ 37, 50 @ 37 1/2, 100 @ 38, 104 @ 37 1/2, 50 @ 38 1/2, 200 @ 38 1/2, 325 @ 39, 145 @ 39 1/2, 100 @ 38 1/2, 50 @ 38 1/2. Textile—70 @ 75, 10 @ 75 1/2. Braxillan—200 @ 54 1/2, 50 @ 55. Dom. Iron Com.—100 @ 49 1/2, 357 @ 49 1/2, 640 @ 50, 375 @ 50 1/2, 330 @ 50 1/2, 25 @ 49 1/2, 2 @ 49 1/2. Shawinigan—30 @ 135 1/2, 5 @ 136 1/2, 100 @ 137, 25 @ 136. Montreal Power—175 @ 241, 20 @ 240 1/2, 200 @ 240 1/2. Bell Telephone—10 @ 150, 20 @ 148, 2 1/2 @ 150 1/2, 2 @ 151, 50 @ 155. Canada Car Pfd.—50 @ 107, 25 @ 107 1/2, 100 @ 108. Detroit United—160 @ 70, 25 @ 70 1/2. Olivettes Pfd.—10 @ 120. Montreal Cottons—5 @ 55. Gorgins—45 @ 105, 50 @ 101. Laur. Pulp—50 @ 184 1/2. General Electric—50 @ 122 1/2, 25 @ 122 1/2, 140 @ 123 1/2, 125 @ 124, 25 @ 125, 50 @ 124 1/2. N. S. Steel—25 @ 97 1/2, 75 @ 97 1/2, 175 @ 97 1/2, 125 @ 97 1/2, 25 @ 97 1/2, 75 @ 97 1/2, 98 1/2 @ 98, 150 @ 99, 100 @ 99 1/2, 275 @ 100, 25 @ 100 1/2, 25 @ 100 1/2, 625 @ 101, 25 @ 101 1/2, 100 @ 101 1/2, 195 @ 101 1/2, 25 @ 101 1/2, 10 @ 19 1/2. Dom. Bridge—325 @ 233, 100 @ 234, 155 @ 235, 130 @ 236, 150 @ 236 1/2, 25 @ 236 1/2, 25 @ 237, 20 @ 235 1/2, 120 @ 234, 50 @ 233, 25 @ 40. C. Cottons—5 @ 39 1/2, 25 @ 40. Afternoon—Tram Power—75 @ 41 1/2, 90 @ 41. Steamships Pfd.—25 @ 67 1/2, 15 @ 67 1/2. Steel of Canada Pfd.—10 @ 89, 25 @ 90. Can. Locomotive—50 @ 56 1/2, 90 @ 57. Braxillan—200 @ 54. Dom. Textile—110 @ 75. Steel Co. of Canada—500 @ 39, 45 @ 39 1/2, 25 @ 39 1/2, 175 @ 39 1/2, 25 @ 39 1/2, 394, 240 @ 39 1/2, 50 @ 39 1/2, 100 @ 39 1/2, 10 @ 39 1/2. Cement Pfd.—87 @ 90 1/2, 20 @ 91. Cement Com.—1,065 @ 45, 235 @ 44 1/2, 205 @ 44 1/2, 500 @ 44, 50 @ 44 1/2, 125 @ 44 1/2. Dom. Iron—600 @ 50, 40 @ 49 1/2, 255 @ 49 1/2, 25 @ 49 1/2. Shawinigan—25 @ 136 1/2. Montreal Power—260 @ 240. Bell Telephone—15 @ 156, 25 @ 157. Olivettes—10 @ 120, 5 @ 117. Canada Car Pfd.—50 @ 108, 25 @ 107 1/2, 15 @ 107. Canada Car Pfd.—25 @ 120, 25 @ 119 1/2, 5 @ 119. General Electric—210 @ 123 1/2, 5 @ 124. N. S. Steel—100 @ 100 1/2, 50 @ 100 1/2, 125 @ 101, 70 @ 102, 5 @ 103, 20 @ 102 1/2, 5 @ 102, 35 @ 102 1/2, 50 @ 102 1/2, 10 @ 102 1/2, 25 @ 103, 125 @ 102 1/2, 75 @ 102, 35 @ 102 1/2. Quebec Ry.—150 @ 19, 75 @ 19 1/2, 20 @ 19 1/2. Illinois Traction Pfd.—14 @ 91. Sher. Williams Co.—30 @ 134. Canada Cottons—10 @ 39. Penmans—30 @ 60 1/2. Penmans Pfd.—10 @ 82. Winnipeg Wheat Close—Oct.—98 1/2. Nov.—99 1/2. Dec.—95 1/2. May—99 1/2.

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

New York, Nov. 1.—Pronounced weakness of Bethlehem Steel affected all the war stocks and those issues sold off sharply in the afternoon. Possibly Bethlehem's decline was accelerated by reports that Great Britain, France and Russia would stop their buying of steel in this country. Such reports were not, however, have any appreciable effect, had the stock been in strong technical position. The war stocks, the motor issues and a number of the other industrial specialties have been overbought and any pretext would have sufficed for a decline in them. Great Britain, France and Russia cannot stop their buying of steel in this country without giving up all hope of winning the war. They are buying here because they cannot obtain supplies elsewhere and it's on account of their own urgent demand that prices have reached the level which they have reached in abroad bars and such materials and against which complaint is made at the present time. Following the declaration of an initial dividend on Chicago and Great Western Pfd. all the low priced railroad stocks became very active and strong, but the general list showed a tendency to react and there was a considerable volume of selling by speculators who were unwilling to carry large lines over the holiday on account of the possibility of unfavorable developments in the Balkans. This possibility was accentuated by the announcement that the Teutonic armies had captured Kraguyvatz, the headquarters of the Serbian army, and the main arsenal in the kingdom. U. S. Steel was well supported and reports from the trade indicated that the active demand for material is well maintained. Sales, 1,037,000. Bonds \$5,270,000.

MONTREAL MARKET

(McDOUGALL & COWANS) Bid. Ask. Ames Holden Com. 13 1/2 14 1/2. Ames Holden Pfd. 55. Braxillan L. H. and P. 54. Canada Car Pfd. 106 1/2. Canada Cement 44 1/2. Canada Cement Pfd. 91. Can. Cotton 39. 40. Detroit United 69 1/2. Dom. Bridge 233 1/2. Dom. Campers 31. Dom. Iron Pfd. 89 1/2. Dom. Iron Com. 49 1/2. Dom. Textile 74 1/2. Olivettes 132. Penman's Limited 60 1/2. Quebec Railway 19 1/2. Shaw W. and P. Co. 135. Sher. Williams Co. 135. Spanish River Com. 4. Steel Co. Can. Pfd. 38 1/2. Steel Co. Can. Pfd. 89 1/2. Toronto Halls 111 1/2. Tuckett Tobacco 29. Winnipeg Elect. 180.

FOREIGN PORTS.

New York, Oct. 30.—Arr. Sch. Tarrata, Bridgewater. Oct. 30: Schs. Winchester, Dixon, from Newcastle, N. B. for Newark; Isalah K. Stinson, Hamilton, St. John, N. B.; Palmotto, Anderson, Perth Amboy. City Island, Oct. 30.—Passed: Schs. Eliza A. Scribner, Elizabethport for Halifax, N. S.; Jennie A. Stubbs, South Amboy, for St. John, N. B. Oct. 31: Schs. Catherine, from Perth Amboy for St. John, N. B.; Adelia T. Carleton, from South Amboy for Rockport, Me.; Emma McAdam, from Perth Liberty, for Calais, Me.

CHICAGO GRAIN AND PRODUCE

Chicago, Nov. 1.—Wheat, No. 2 red, 110 to 112; No. 3 red, 105 1/2 to 110; No. 2 hard, nominal; No. 3 hard, 97 to 101. Corn—No. 2 yellow, 64 1/2 to 65; No. 2 white, 62 1/2 to 64. Oats—No. 3 white, 36 1/2 to 37; standard, 39 1/2 to 40. Rye—No. 2, 1.02. Barley—55 to 62. Timothy—5.00 to 5.00. Clover—10.00 to 11.00. Pork—14.40; lard, 8.92; ribs, 9.75 to 10.50.

PRODUCE PRICES ON MONTREAL MARKET

Montreal, Nov. 1.—CORN—American No. 2 yellow, 77. FLOUR—Manitoba spring wheat patents, firsts, 5.85; seconds, 5.35; strong bakers, 5.15; winter patents, choice, 5.60; straight rollers, 4.90 to 5.00; bags, 2.30 to 2.40. MILLFEED—Bran, 21 to 22; Shorts, 23 to 24; Middlings, 29 to 30; Moullie, 33 to 34. HAY—No. 2, per ton, car lots, 17 to 18. POTATOES—Per bag, car lots, 95 to 110.

STOCK QUOTATIONS ON N.Y. EXCHANGE

(McDOUGALL & COWANS) Open High Low Close. Am Beet Sug. 67 68 66 66 1/2. Am Car Pfd. 87 88 86 86 1/2. Am Loco. 71 71 68 68 1/2. Erie Com. 92 93 92 92 1/2. Anaconda 82 83 82 82 1/2. Am Tele. 125 126 125 125 1/2. Atchison 109 109 109 109. Am Can. 62 62 61 61 1/2. Am Woolen 54 54 53 53 1/2. Balt and O Co 95 95 94 94 1/2. Beth Steel 500 500 450 461. Brook Rap Tr 88. C. F. I. 58 58 56 56 1/2. Ches and Ohio 62 62 62 62 1/2. Chino 52 52 52 52 1/2. Cent Lead 59 61 59 60. Can Pac. 184 184 184 184. Crue Steel 85 85 84 84 1/2. Erie Com. 92 92 92 92 1/2. Gen. Smelt 92 92 92 92 1/2. Lep Val 80 81 80 80 1/2. Louis and N. H. 129 129 129 129 1/2. Miss Pac. 54 54 53 53 1/2. N. Y. N. H. and H. 82 82 82 82 1/2. N. Y. Cent. 102 102 102 102 1/2. Nor Pac. 116 116 116 116 1/2. Penn. 60 60 60 60 1/2. Press Stl Car 72 72 71 71 1/2. Reading Com. 84 84 83 83 1/2. Rep Steel 54 54 54 54 1/2. St Paul 95 95 94 94 1/2. Sou Pac. 102 102 102 102 1/2. Sloss 61 61 61 61 1/2. Studebaker 172 172 162 162 1/2. U. S. Steel Com. 139 139 138 138 1/2. U. S. Steel Com. 88 88 87 87 1/2. U. S. Steel Pfd. 115 115 115 115 1/2. U. S. Rub Com 56 56 56 56 1/2. Westing Elec 72 72 71 71 1/2.

NEW YORK COTTON MARKET SALES

High. Low. Close. Jan. 12 1/2 11 80 11 85. Mar. 28 12 01 12 07. May 50 12 19 12 07. July 55 19 27 12 07. Dec. 12 04 11 68 11 74.

SHIPPING MINIATURE ALMANAC.

November Phases of the Moon.
New moon, 7th 11 52 a. m.
First quarter, 14th 7h 3m a. m.
Full moon, 21st 11h 36m p. m.
Last quarter, 28th 6h 11m p. m.

DATE	W. of W.	Sun Rise	Sun Set	H. Water a. m.	H. Water p. m.	
1	7.10	5.07	7.12	7.31	0.51	1.17
2	7.11	5.05	8.04	8.26	1.47	2.15
3	7.13	5.03	8.52	9.16	2.42	3.10
4	7.14	5.00	9.37	10.03	3.34	4.00
5	7.15	5.00	10.21	10.48	4.22	4.46
6	7.17	4.59	11.04	11.32	5.08	5.31

PORT OF ST. JOHN.

Arrived Monday, Nov. 1, 1915.
Sch. A. J. Sterling, 148, Merriam, Boston, bal.
Sch. Laura C. Hall, 99, Rockwell, New York, coal.
Sch. Moama, 384, Gayton, Philadelphia, coal.

DOMESTIC PORTS.

Newcastle, Oct. 30.—Cld: Sch. Annie M. Parker, Rafuse, New York.
Montreal, Oct. 27.—Arr: Schs. Mount Temple, Europe; St. Kentigern, London.
To port Oct. 27: Schs. Kelvingrove, from Glasgow; Benin, from Boston.
Quebec, Oct. 27.—Arr: Sch. Str. Silkeborg, (Dan), Bristol.
Passed Oct. 27: Schs. Statesman, Liverpool via Sydney for Montreal; Medora, Avonmouth for do; Borderdale, Glasgow, for do.
Passed in Cape Race Oct. 27: Schs. Singapore, Glasgow for Baltimore; Welshman, Liverpool, for Montreal; Arvistan, do for do.

BRITISH PORTS.

Dublin, Oct. 29.—Arr: Sch. Str. Torr Head, Butt, Montreal.
Glasgow, Oct. 28.—Arr: Sch. Str. Sardinian, Mowat, Montreal.

THE STANDARD has secured, at a price which will appeal to all, a number of very fine portraits of

SIR ROBERT L. BORDEN

THESE are beautifully made engravings, said to be the best likeness of the Premier in existence, and are printed on a heavy paper suitable for framing.

THESE Portraits may be secured from The Standard on payment of thirty cents, by mail, or twenty-five cents delivered at this office. They will also be given, as long as the supply lasts, as premiums for bona fide new subscriptions. The shipment is limited, and any desiring these portraits should apply at once.

McDOUGALL & COWANS
Members of the Montreal Stock Exchange
58 Prince Wm. Street, St. John, N. B.
SECURITIES BOUGHT AND SOLD IN ALL MARKETS
LISTED STOCKS CARRIED ON MARGIN
OFFICES:—Montreal, Quebec, Vancouver, Ottawa, Winnipeg, Halifax
Connected by Private Wire.

LONDON GUARANTEE AND ACCIDENT CO. Ltd.
Assets in England, over \$5,000,000
Assets in Canada 6,000,000
Accident and Sickness Indemnity, Guarantee and Contractors
Bonds, Employers Liability, Automobile Insurance. Enquiry solicited.
Phone 1536. CHAS. A. MACDONALD & SON Provincial Agents.

FIRE INSURANCE
We represent first-class British, Canadian and American tariff offices with combined assets of over One Hundred and Sixty Millions Dollars
C. E. L. JARVIS & SON, 74 Prince Wm. St.

THOMAS BELL & CO., St. John, N. B.
PUGLEY BUILDING, 48 PRINCESS STREET
Lumber and General Brokers
SPRUCE, HEMLOCK, BIRCH, OAK, CYPRESS, SPRUCE PILING AND CREOSOTED PILING.

Western Assurance Co.
INCORPORATED 1851.
Assets, \$3,213,438.28
R. W. W. FRINK - BRANCH MANAGER
ST. JOHN, N. B.

STEAMSHIPS.

Majestic Steamship Co.
Steamer Champlain
On and after Oct. 12, stmr. Champlain will leave Public Wharf, St. John on Tuesday, Thursday and Saturday at ten o'clock for Hatfield's Point and intermediate landings. Returning on alternative days at 1 p. m.
R. E. ORCHARD, Manager.

The Steamer Victoria

Will leave St. John (Old May Queen wharf) every Tuesday, Thursday and Saturday at 8.30 a. m. for Fredericton; will leave Fredericton every Monday, Wednesday and Friday at 7 a. m. on and after Wednesday, Oct. 18.
THE VICTORIA S. & G. CO. LTD., Warehouse H. G. Harrison, Phone M. 2680. Manager.

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, Campbell and Wilson's Beach.
Returning leave Turnbull's Wharf St. John, Wednesdays at 7.30 a. m. for Grand Manan, via Wilson's Beach, Campbell and Eastport.
Leave Grand Manan Thursdays at 8 a. m. for St. Stephen, via Campbell, Eastport and St. Andrews.
Returning, leave St. Stephen Fridays at 7.30 a. m. for Grand Manan, via St. Andrews, Eastport and Campbell.
Leave Grand Manan Saturdays at 7.30 a. m. for St. Andrews.
Returning same day, leaving St. Andrews at 1 p. m., calling at Campbell and Eastport both ways.
Atlantic Standard Time.
L. G. GUPTILL, Manager, Grand Manan.

FURNESS LINE

From London, Oct. 28
From St. John, Nov. 13
From Shenandoah, Nov. 23
WILLIAM THOMSON & CO., Agents, St. John, N. B.

BRIDGES
Buildings and All Structures of Steel and Concrete
Design, Estimate and Investigation
T. CUSHING, M. S. C. (M. L. T. Boston)
Civil Engineer
Creighton Ave., - Crofton, Pa., U. S. A.
Work in Maritime Provinces Specially Solicited.

W. Simms Lee, F. C. A.
Chartered Accountant and Auditor.
Queen Building HALIFAX, N. S.
Box 723

Paul F. Blanchet
CHARTERED ACCOUNTANT
Telephone Connection
St. John - and - Rothesay

RAILWAYS.

CANADIAN PACIFIC
Excursion Tickets
Vancouver and Victoria, B. C.
SAN FRANCISCO and LOS ANGELES, Cal.
On sale daily to November 30th. Good to return until December 31st.
\$115.70 from St. John, N. B.
Good going and returning direct. Going via Chicago, Returning via Vancouver, or vice versa, \$17.50 additional.
AUTUMN—The Time to See the CANADIAN ROCKIES at their best
W. B. Howard, D. P. A., C. P. R., St. John, N. B.

CANADIAN GOVERNMENT RAILWAYS

INTERCOLONIAL
PRINCE EDWARD ISLAND RY.
OCEAN LIMITED (Daily).
Departs Halifax 8 a. m.
Departs Moncton 2.25 p. m. Arrives Montreal 8.05 a. m. following day.
MARITIME EXPRESS. (Daily except Sunday).
Departs Halifax 3 p. m.
Departs St. John 6.10 p. m.
Arrives Montreal 6.30 p. m. following day.
Panama Pacific Exposition, San Francisco. For latest information regarding fares, routes, time tables, etc., consult City Ticket Agent.
THE NATIONAL
A New Train via a New Route through a New Country.
Between Eastern and Western Canada via Grand Trunk.
Temiskaming and N. O. Ry.
Transcontinental Ry.
Dep. Toronto 10.45 p. m. Tues Thurs Sat
Arr. Winnipeg 3.50 p. m. Thurs, Sat Mon

STEAMSHIPS.

Eastern Steamship Lines
All-the-Way-by-Water.
INTERNATIONAL LINE.
Steamships Calvin Austin and Governor Cobb
Leave St. John, Mon., Wed., and Fri. at 9 a. m. for Lubec, Eastport, Portland and Boston. Return leave Central Wharf, Mon., Wed., and Fri. at 9 a. m.
MAINE STEAMSHIP LINE
Steamships North Land and North Star
Reduced Fares in Effect.
\$3.00 to New York City.
Reduced Stateroom Prices.
Leave Franklin Wharf, Portland, Tues., Thurs., and Sat. at 6.00 p. m.
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.

THE MARITIME STEAMSHIP CO. (LIMITED).

Until further notice the S. S. Corsairs 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 Warehouse Co., St. John, N. B.
Phone 2581. Manager, Lewis Connors, Black's Harbor.
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.

MANCHESTER LINE

From Manchester, St. John, Nov. 3
From Manchester, St. John, Nov. 20
From Manchester, St. John, Dec. 4
From Manchester, St. John, Dec. 18
From Manchester, St. John, Jan. 1
From Manchester, St. John, Jan. 15
From Manchester, St. John, Jan. 29
From Manchester, St. John, Feb. 12
From Manchester, St. John, Feb. 26
From Manchester, St. John, Mar. 12
From Manchester, St. John, Mar. 26
From Manchester, St. John, Apr. 9
From Manchester, St. John, Apr. 23
From Manchester, St. John, May 7
From Manchester, St. John, May 21
From Manchester, St. John, Jun. 4
From Manchester, St. John, Jun. 18
From Manchester, St. John, Jun. 30
From Manchester, St. John, Jul. 14
From Manchester, St. John, Jul. 28
From Manchester, St. John, Aug. 11
From Manchester, St. John, Aug. 25
From Manchester, St. John, Sep. 8
From Manchester, St. John, Sep. 22
From Manchester, St. John, Oct. 6
From Manchester, St. John, Oct. 20
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