THE LATEST SHIPPING NEWS AND ANNOUNCEMENTS

MARINE NOTES OF THE WORLD

SHIP ON FIRE.

A cable received from Amsterdam states that steamer Jan van Nassau (Dutch), Van der East, from Amsterdam for Paramaribo, &c. and New York, put into Ponta Delgada on Thursday with fire on board; cargo is badly damaged; crew and passengers safe.

STEAMER LAUNCHED.

Steamer Maryland was launched from the Clyde Sept. 3. She is intended for the Atlantic Transport service between London, Antwerp and Baltimore.

THE CREW SAVED.

Norfolk, Va., Sept. 5.—Schr George W. Wells, from Boston for Fernandina, went ashore south of Hatteras and has gone to pieces. Her entire crew, with two women and two infants, were rescued with great difficulty by the life savers and are being cared for in the vicinity of the Ocracoke Inlet and Durant life saving stations.

An unknown oil steamer is reported ashore below Ocracoke.

STEAMERS DAMAGED.

Antwerp, Aug. 23.—Steamer Furto (Br), which arrived here 22nd from New York, reports having struck a submerged wreck Aug. 14.

26th, stmr Dania (Dan), from Baltimore, sustained damage to hatch No. 4 during heavy weather on the voyage.

New Orleans via Norfolk reports 27th, stmr St. Jerome (Br), from Baltimore, having experienced heavy weather, during which the tarpaulins of Nos. 1 and 4 hatches were torn off.

DANGERS TO NAVIGATION.

Steamer Themis (Nor), reports Sept 1, lat 39 44N, lon. 71 16 W, passed a pelne buoy, painted black, with some white letters on it; Aug 29, lat 42 50, lon 62 04, passed a wooden vessel, bottom up, rudder gone, keel about 160 feet long, painted brown.

Stmr Hesperian (Br), reports Aug 16, between Point Amour and Cape Norman passed 25 large icebergs; from Cape Norman to Belle Isle, saw 44 more; from Belle Isle to 54 miles ENE passed 14 bergs south of the track, 5 on the track and 25 to the north. Aug 17, passed large icebergs at the following distances ENE from Belle Isle:—One 75 miles, one 90 miles, one 105 miles, ten from 105 to 160 miles; two 179 miles and one 214 miles; also a large berg in lat 53 35, lon 48 37, another in lat 53 56, lon 47 45.

SIX MASTERS.

The loss of the six masted schooner George W. Wells of Boston, was a prominent topic of conversation in shipping circles. Her loss reduces to seven the number of six masted American schooners afloat today, the list comprising the Edward B. Winslow, Ruth E. Merrill, Addie M. Lawrence, Alice M. Lawrence and Edward J. Lawrence of Portland, and the Eleanor A. Percy and Wyoming of Bath. The Coastwise Transportation Co. of Boston, owner of the Wells, has been singularly unfortunate of late years, the fleet of about twenty fine sailing vessels, mostly five and six masters, once owned having dwindled down to four, the survivors being the schooners Van Allens Boughton, Marcus L. Urann, Margaret Haskell and Henry W. Cramp. The company some years ago stopped adding to their fleet of sailing vessels, concluding to build steamers instead for the coal carrying trade. They have sold several of the fleet to other parties, but the largest number have been lost at sea.

BARK IN COLLISION.

London, Sept. 5.—Bark Matador (Ger), from New Orleans July 15, for Bremen, is reported anchored near Harwick with headgear damaged, having been in collision with an unknown vessel.

VESSEL LEAKING BADLY.

Portland, Me., Sept. 8.—Leaking fully 100 strokes per hour and with her crew pumping for all they were worth the Bangor schooner Fred A. Emerson put in here and was yesterday placed on the mud at Widgery wharf in order to give the men a rest. The schooner, which is bound from Stockton for New Bedford, laden with laths, commenced leaking some as soon as she started on the voyage, and Capt. Crockett made several stops on the way, but before making this port the leak had increased to such an extent that it became absolutely unsafe to proceed further, and he therefore concluded to haul up here until he could hear from his owners. They were notified of the condition of affairs yesterday, and the agent of the vessel is expected up from Bangor today to look her over. It is possible her leaky sides may be patched up sufficiently as she lays on the mud to allow her to proceed to her destination, but it is more than likely that she will be forced to discharge deckload and haul out on the marine railway for more thorough repairs.

STEAMERS CHARTED.

Dutch steamer Terchelling 1872 tons, Miramichi to Liverpool or Manchester, deals, 61s, 6d., September.

Steamer Ella Sayer, 1619 tons, Herring Cove to West Britain or East Ireland, deals, 60s., September.

THE DONALDSON LINE.

The steamer Indrani left Glasgow on Saturday for St. John direct with a large general cargo. She will load a full cargo of deals here for the return voyage.

STEAMERS WITH RETURNING TOURISTS.

London, Sept. 8.—Nineteen ocean greyhounds, all loaded to the gunwals with Canadians and Americansh anxious to return home, left European and British ports in the past week from Sept. 1 to Sept. 7, inclusive. of this flitting was given perhaps by the Olympic, with a record passenger list of 752 in the saloon, 500 in the second cabin, and a total of over 2,200 passengers. The Celtic, which sailed on Thursday, had 310 saloon passengers and 400 in the second cabin. The Kaiser Wilhelm Der Grosse carried 220 in the saloon and 390 in the second cabin.

The various steamship agencies report that they will not have any available accommodation until after October 1st, and some declare that they cannot book any more passengers until the middle of October.

MINIATURE ALMANAC.

September Phases of the Moon.

First Quarter, 7th	9h. 6m.
Full Moon, 15th	8h. 46m.
Last Quarter, 23rd	8h. 30m.
New Moon, 30th	0h. 57m.

Date.	Day of Week.	Sun Rises.	Sun Sets.	H. Water a. m.	H. Water p. m.	L. Water a. m.	L. Water p. m.
9	Tu	6.00	6.43	6.34	19.02	0.26	12.58
10	W	6.01	6.41	7.39	20.07	1.34	14.07
11	Th	6.02	6.39	8.43	21.06	2.39	15.08
12	F	6.04	6.36	9.40	21.57	3.37	16.00

PORT OF ST. JOHN, N. B.

Schooners.

Ann Louise Lockwood, A. W. Adams.
Calabria, 451, J. Splane & Co.
D. W. B., 96, C. M. Kerrison.
Frederick Poessner, 326, A. W. Adams.
Edward Stewart, 353, C. M. Kerrison.
E. M. Roberts, 293, R. C. Elkin.
G. H. Perry, 99, C. M. Kerrison.
Hartney W., 270, J. A. Likely.
Helen G. King, 123, A. W. Adams.
Henry H. Chamberlain, 205, A. W. Adams.
J. Arthur Lord, 189, J. S. Gibbon & Co.
Lord of Avon, 325, R. C. Elkin.
Lucia Porter, 284, Peter McIntyre.
Lena, 98, C. M. Kerrison.
Margaret M. Ford, 291, A. W. Adams.
Margaret May Riley, 240, A. W. Adams.
Maple Leaf, 99, master.
Mary L. Crosby, 397, A. W. Adams.
Minnie Slausen, 271, A. W. Adams.
Moama, 384, Peter McIntyre.
Nettie Shipman, 288, A. W. Adams.
Oliver Ames, 433, C. M. Kerrison.
Oriole, 124, J. Splane.
Peter C. Schultz, 373, A. W. Adams.
Ravola, 123, J. W. Smith.
Rhoda Holmes, 328, C. M. Kerrison.
Rebecca M. Walls, 516, C. M. Kerrison.
Sallie E. Ludlam, 199, D. J. Purdy.
Sunlight, 349, A. W. Adams.
T. W. Cooper, 150, A. W. Adams.
W. H. Waters, 120, J. Splane.

PORT OF ST. JOHN, N. B.

Arrived Monday, Sept. 8th, 1913.

Stmr Cabot, 162, Lintlop, 163, Sydney, R. P. and W. F. Starr, and cld.

Schr Mary L. Crosby (Am), 397, Fletcher, New York, A. W. Adams, 707 tons coal, R. P. and W. F. Starr.

Coastwise—Stmrs Grand Manan, 180, Ingersoll, Wilson's Beach; Granville, 49, Collins, Annapolis; schr Leonie, 27, Payson, Westport and cld: stmrs Margaretville, 37, Baker, Margaretville; Bear River, 70, Woodworth, Bear River and cld; schrs Walter C., 18, Belding, Musquash, and cld; Emerald, 33, Small, Grand Harbor; Britannia, 23, Robinson, Digby and cld.

Cleared.

Coastwise—Stmr Wasson, Morrell, Church Point; Margaretville, Baker, Port Williams.

BRITISH PORTS.

Liverpool, Sept. 7.—Ard str Laurentic, Montreal.

Southampton, Sept. 7.—Ard stmr Majestic, New York.

London, Sept. 7.—Ard str Pomeranian, Montreal.

FOREIGN PORTS.

New York, Sept. 7.—Ard strs New York, Southampton; Dronning Maud, Hillsboro; schs R. Bowers, St. John; Jennie S. Hall, Digby; Flora Condon, Calais; Ralph M. Hayward, Dresden, Me.; Melba, Chatham; Mattie J. Alles, Calais.

Portland, Sept. 7.—Ard sch Rodney Parker, Stonington, Me.

Delaware Breakwater, Sept. 7.—Ard sch Emily F. Northam, Calais.

Machias, Sept. 7.—Ard sch Frank W. Benedict, Hillsboro.

New York, Sept. 7.—Sld strs Florizel, Halifax and St. John's, Nfld; Bjorn, Walton; C. Sundt, Windsor; schrs Pearl Nelson, Calais; Francis Goodnow, St. Stephen; James Williams, Bathurst; Lady of Avon, St. John; Annie B. Mitchell, Portland, Me.

Perth Amboy, Sept. 5.—Ard sch Wanola, New York.

New York, Sept. 5.—Cld schs Jennie A. Stubbs, Dixon, St. John; Neva, Anthony, Perth Amboy; Noble H., Hardy, Perth Amboy; schr Valdare, Moore, Perth Amboy.

Passed Key West, stmr Ramore Head, Port Talbot for Tampa.

Down on Lawyers.

"I have here, sir, a book on 'How to Be Your Own Lawyer.'"

"Don't want it. What's the sense in a man learning how to rob himself?"

FALL EXCURSIONS TO MONTREAL

Montreal is always a city of interest and especially so in early autumn when the weather is enjoyable, the many stores crowded with seasonable novelties, and the places of amusement in full swing. A visit there at this time of year cannot be otherwise than enjoyable, and with the very low fares prevailing on the Intercolonial Railway in connection with the annual Fall Excursions, the round trip can be made more cheaply than at any other time. On September 11, 12 and 13th, the round trip fare from St. John will be $12.50, tickets good for return September 29th. On September 25, 26 and 27th the same rates will prevail with the return limit October 13th. Travellers from the Maritime Provinces have the choice of two of the finest trains on the continent, the "Ocean Limited" and the "Maritime Express," both renowned for the excellence of their sleeping and dining car service.

WILSON'S POLICY IN MEXICO IS NOT THAT OF STATESMAN

Huerta has Made no Concessions and is as Firmly Entrenched as Ever—Lind's Mission was Doomed to Failure — Intervention Almost Impossible, Says Expert.

(Mail and Empire.)

President Wilson's policy in Mexico is not likely to be one of the shining examples of his skill as a statesman. The American citizens whom he urged to leave the country are not following his advice. Huerta has made no concessions. He is as firmly entrenched as he was a couple of months ago, to all appearances, and if he is unseated it will be by some internal force. Both of President Wilson's emissaries to Mexico have accomplished nothing, except the recall of former Ambassador Wilson. Mr. Lind's mission was doomed to failure from the beginning, and it is not less astonishing that President Wilson should have expected any other result from it than that a man like ex-Governor Lind, who has some respect for his own reputation, should have accepted it. Discussing this point, "Ex-Attache" says that the task of Lind was equivalent to the task of an English emissary had one been despatched to the United States at the outset of the War of the Union to request that both Lincoln and Davis should retire from their respective Presidencies and promise not to be candidates in another election.

Advantages with Huerta.

The authority quoted has had many years of diplomatic experience in Europe, and is in a position to speak with some assurance regarding the present situation from a diplomatic point. He says that at this time all the advantages are with Huerta. He has stood pat, and has trusted to the blunders of his adversaries to assist him. Nor has he been disappointed. From the outset the United States has failed in the game of diplomacy. The first mistake was in President Wilson publicly intimating that he had not the fullest confidence in Ambassador Wilson, who had become a Huerta adherent. While the subsequent indiscretion of Wilson was an indication that he lacked some of the most important qualifications of a diplomat, it was unwise for the President to repudiate him in advance. His first emissary, whose report resulted in the recall of Wilson, was not a diplomat. He knew nothing of Mexico, or the Mexican language, whereas Wilson at least had had considerable experience.

Where Speech was a Mistake.

The recall of Wilson, of course, was a reflection upon Huerta and the de facto government. It aroused natural hostility, and was a poor preliminary for subsequent negotiations. Then followed the mission of John Lind, which was not only a failure, but an insult to Huerta and to every other Mexican who is willing that he should be President. The assumption of President Wilson that he should virtually put forward or withdraw candidates was an unwarranted interference in the internal affairs of a friendly power. The Lind mission having failed, President Wilson announced that he was unalterably opposed to intervention in Mexican affairs. "Ex-Attache" says that nine Americans out of ten are opposed to it, but he says that it was a mistake for the President thus to admit the fact, for by doing so he threw away the only weapon he had to force Huerta to accede to his demands. If Huerta did not know that Wilson was opposed to intervention he might have been more easily dealt with.

Recognizing Insurgents.

A further mistake and one of the gravest was the announcement of President Wilson on Wednesday last of the embargo upon materials of war for Mexico, either to be used by Huerta or by his enemies. This was a recognition of belligerent rights to the insurgents, and the greatest affront that could be offered the present government. No other power has committed such an indiscretion, for by this declaration President Wilson deprives the United States of the right of demanding compensation for loss of life or damage to property of American citizens in Mexico. If "Ex-Attache" is correct upon this point and international law covers it, then it would be difficult indeed to imagine a more formidable blunder being made.

Intervention Impossible.

The critic does not point a way out of the difficulty. He merely shows what an uncomfortable situation exists. Intervention would demand the operation of two or three armies, and before they could reach the capital there would be great loss of life, not only to the soldiers, but among the American and other foreign residents, and the destruction of millions of dollars' worth of property. Then when the capital was reached there would be a long series of wars in sight before the outlying insurgents could be conquered. Finally, when would the armies withdraw? It is often more difficult to withdraw than to invade, as Britain found out in Egypt, which she intended at first to evacuate in a few months. Moreover, the effect of intervention would have a most disastrous effect upon the republics of the Pan-American union, with which the United States has taken such pains to foster friendly relations. On the whole, it would seem that, despite President Wilson's mistakes, it is fortunate for the United States that there was no rough rider at Washington to come to a sudden decision, and probably decide upon intervention.

HOTEL ARRIVALS.

Victoria.

E A Burrows and wife, Providence; Mrs Edw B Carney, W P Butterfield, Lowell, Mass; Florence B Trotter, Mrs C W Trotter, Salem, Mass; Arthur R Houghton, Mrs E M Fox, Mrs K R Knapp, Boston; Geo R Lindsay, Denver; Sadie E Inch, Fton; J L Kennedy, Salisbury; C J Fleming, Woodstock; J P McPeake, Fton; O Percey Wilbur, Sussex; Geo J Green, McAdam; J K Flemming, Woodstock; W F Brewster, Hampton; E W Seeley, Moncton; H Noel Steeves, Hallowell, Me; F W Sproul, Hampton; J W Beck, Hillsboro; Mrs Granville Austin, Miss A B Deering, Miss E F Murray, Boston; H K B Marsland, Chatham; J A Murray, Sussex; B M Brown and wife and children, Richibucto; J W Higgins, Charlottetown; J S Perry, Summerside; A Elliott, Fton; Mrs M A Fowler, H S Dickie, E Spedie, Wolfville; Mrs Webster, Glace Bay; Miss Wilbur, Aylesford; H W Woods, Welsford; H B Hetherington, N Y City; Mrs G Musan, Sudbury, Ont; H R Lawrence, St George.

Dufferin.

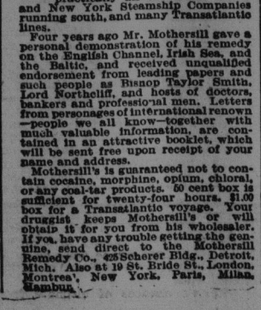
A G Milne, Hartford; Chas H Jones, Lynn; E P Horsman and wife, Plainfield; Mrs M Fletcher, Boston; Miss Margaret Flett, Belmont; J B Black, Windsor; H H Colpitts, New York; J E Austin, A N Gooche, Ernest H Thurulin, Boston; Geo Y Thomas, Toronto; S Skidmore, Halifax; Wm A Fraser, Peter A Gaddis, Julia M Barbour, Margaret Barbour, A S H Foster, Boston; J H Slater, Hamilton; J C Manzer, Woodstock; F S White, St Stephen; Mrs A McArthur, Miss E Wright, Pictou; A K McKenzie, Geo H McAndrews, St Stephen; Mrs A L Burpee, Woodstock; A Lucinda Shaw, A Nickelson, Summerside; W S Harding jr, Welsford; W Colin Cowan, Galt; H E Palmer, Oak Point; Mr and Mrs L D Harris, Norwood, Mass; Mrs Laura Sumner, Mrs Otis M Goodwin, Lubec, Me; Mrs A E Crawford, Master Howard Crawford, Malden, Mass; Rev F B and Mrs Gaskell, Halifax; Miss E M Cushing, Caledonia, NS; Mrs G W Silver, Lunenburg; J G Chandler, Boston; H E Crowell, Toronto; Mr and Mrs Jas W Levey, Richmond, Va; Mrs D F Millett, Mahone, NS; Miss B B Smith, Windsor, NS; Mrs C O Duncan, Annapolis, NS; A J Mann, North Sydney; H K Bliss, New York; R L Myles, New Mills.

Prince William.

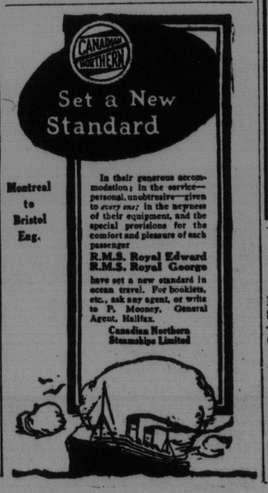
Maud Davies, Norwich, Ct; J Calden, Montreal; W Spence Harvey, Jr, Philadelphia; Sidney W Harvey, do; Mrs Janet H Draper, Washington, D C; Mrs S A Kimberley, do; T B Calhoun, do; B S Purdy, Purdy's Point; George P Olts, Moncton; Miss Violet Olts, do; Miss M T Mears, Philadelphia; Miss M E Mears, do; Miss Causland and maid, do; Jennie C Dewitt, Presque Isle, Me; Ralph A Lewis, Huntington, N Y; C A Wauser, do; Andrew Burns, Boston, Mass; Mrs W A Martin, Washington, D C; R B Green, Digby, N S; R B Horton, Yarmouth, N S; George Mottis and wife, Woodstock, N H; John Gisbanne and wife, do.

Royal.

Miss R M Haukinson Boston; L L Wilson and wife, Springfield, Mass; D R Goslin and wife, F D Barnes, P A Gaddes, W A Fraser, Margaret Baille, Bert Tait, A Haines, Robert R McNutt, Boston; M H Currie, Halifax; S J Rusenblein, New York; Charles M McKay, Montreal; N W Latter, Montreal; E Field and wife, Hartford, Conn; Jos Howe Dickson, Eleanor M Parker, Fredericton; G P O Fenwick, Edmonton; P K Douglas, Montreal; W C H Grimmer, St Stephen; W Leonard Palmer, London, Eng; F R Slipp, Fredericton; B F Skillen, Portland; L W Johnston, London; T Lyman, Brookline; J F McLaughlin, Geo S Bishop, F D Rivers, London; G R Norse Eye, Winnipeg; J P Flynn, Montreal; W J Skillen and wife, Winthrop, Mass; Mrs E B Carney, W P Butterfield, Lowell, Mass; F Weaton, Hon Josiah Wood, Sackville; R S McNeill, New York; Col C Carter and wife, England; R O'Leary, Richibucto; C W Gregg, Boston; M Lodge, Moncton; A P Webber and wife, New Bedford; J Morrissy, Newcastle; A Kirkpatrick, Kingston; H B Hay, Chipman; Mrs B Smith, Amherst; J Barnes, Buctouche; L G McKay, Sydney; A D B Tremanie; A Boyle, Montreal; S Gunn, Miss B Gunn, R L Nichols and wife, Boston; H Darrah and wife, Mystic, Conn; Mrs L P Farris, H A Farris, White's Cove; Mrs G W Balch, F A Balch, Michigan; Mrs G J Garrow, Miss Gauthier, R F Rogers, New York; W H Tweeddell and wife, Orange; Mrs C R Woods, Cambridge; G R Mitchell and wife, Brockton; W B Bishop, J W Pelletier, Montreal; W D Lovitt, Yarmouth; R G Brophy and wife, Halifax; Mrs W Parsons, M L Trude, Chicago; Mrs G J Wright, Mrs J G Ribbin, New York; Mrs J B Crane, Miss S Barthe, Sussex.



SEASICKNESS TRAINSICKNESS
Prevented—Stopped
MOTHERSILL'S, after thorough tests, is now officially adopted by practically all the Great Lakes and New York Steamship Companies running south, and many Transatlantic lines.
Four years ago Mr. Mothersill gave a personal demonstration of his remedy on the English Channel, Irish Sea, and the Baltic, and received unqualified endorsement from leading papers and such people as Bishop Taylor Smith, Lord Northcliff, and hosts of doctors, bankers and professional men. Letters from personages of international renown—people we all know—together with much valuable information, are contained in an attractive booklet, which will be sent free upon receipt of your name and address.
Mothersill's is guaranteed not to contain cocaine, morphine, opium, chloral, or any coal-tar products. 50 cent box is sufficient for twenty-four hours. $1.00 box for a Transatlantic voyage. Your druggist keeps Mothersill's or will obtain it for you from his wholesaler. If you have any trouble getting the genuine, send direct to the Mothersill Remedy Co., 428 Scherer Bldg., Detroit, Mich. Also at 19 St. Bride St., London, Montreal, New York, Paris, Milan, Hamburg.



RAILWAYS.

CANADIAN PACIFIC
EXCURSIONS
MONTREAL AND RETURN
$12.50
Good Going Sept. 11, 12 and 13
Good until September 29th.
Good Going Sept. 25, 26 and 27.
Good until October 13th.
BOSTON and Return
$10.50
On Sale Sept. 20th to October 18th
Good for 30 Days from Date of Issue
FREDERICTON EXHIBITION
$2.00—On Sale Sept. 13th to 20th
Good until Sept. 22nd.
$1.60—On Sale Sept. 15th, 17th, 18th
Good until Sept. 20th.
Special Train St. John to Fredericton, Sept. 17.
Lv. St. John 9 a.m. Lv. Fredericton 10.30 p. m. Atlantic
ST. STEPHEN EXHIBITION
$2.60—Sept. 8, 9, 10, 11 and 12
Good until Sept. 13th.
$2.00—Sept. 10th. Good until 13th
$1.95—Special Train West St. John to St. Stephen and Return Sept. 10
W. B. HOWARD, D. P. A., C. P. R., St. John, N. B.

INTERCOLONIAL RAILWAY
FALL EXCURSIONS
ST. JOHN TO MONTREAL AND RETURN.
$12.50
Good Going Sept. 11th, 12th, 13th, Returning Sept. 29th, 1913.
Good Going Sept. 25th, 26th, 27th. Returning Oct. 13th, 1913.
NOVA SCOTIA Provincial Exhibition
HALIFAX
$7.45
Sept. 2nd to 11th, inclusive,
$4.75
Sept. 2, 4, 6
Good for Return Sept. 12, 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 9.00 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.

MANCHESTER LINE
From Manchester — From St. John
Sept. 13 Manchester Mariner Sept. 29
Manchester Civilian
Oct. 23 Manchester Exchange Oct. 27
WM. THOMSON & CO., Agents.

HAVANA MUNSON LINE
Steamers will leave St. John about OCTOBER 4, NOVEMBER 1, DECEMBER 6.
For freight rates and space apply WM. THOMSON & CO.

STEAMSHIPS.

STEAMER CHAMPLAIN
Until further notice steamer will leave wharf, North End, on Tuesday, Thursday and Saturday at 12 o'clock noon, for Hatfield's Point and intermediate landings, returning alternate days, due in St. John at 1.30 p. m.
R. S. ORCHARD, Manager

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.

PICKFORD & BLACK LINE
ST. JOHN, N. B., to DEMERARA.
S. S. Uller is expected to sail Aug. 31 for Bermuda, St. Kitts, Antigua, Barbados, Trinidad, Demerara.
S. S. Ocamo sails Sept. 12 for Bermuda, Montserrat, Dominica, St. Lucia, St. Vincent, Barbados, Trinidad, Demerara.
For passage and freight apply to WILLIAM THOMSON & CO., Agents, St. John, 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.

THE WHITE STAR DOMINION LINE
FOR BUSINESS FOR PLEASURE
Sailings from Montreal and Quebec
Canada, Sat., Sept. 6
*Megantic " " 13
Teutonic " " 20
*Laurentic " " 27
*The largest Canadian liners in commission
RATES—According to steamer and accommodation.
First Class - - $92.50
One Class Cabin (II) 50.00 and 55.00
Second Class - 53.75
Third Class, 31.50 and 32.50
Ask the nearest Railway or Steamship agent for particulars
THE SHORTEST ROUTE TO EUROPE
Local Agents: W. M. C. MacKay; Wm. Thomson & Co.; J. T. Knight & Co. The Robert Reford Co., Limited.

STEAMSHIPS.

ALLAN LINE
ROYAL MAIL STEAMSHIPS
MONTREAL TO LIVERPOOL.
Royal Mail Service.
Virginian .. .. Tues., Sept. 9
Tunisian .... .. Tues., Sept. 16
Victorian .. .. .. Tues., Sept. 23
Corsican .. .. .. Tues., Sept. 30
MONTREAL TO GLASGOW.
Royal Mail Service.
Scandinavian .. Sat., Sept. 6
Hesperian,.... Thurs., Sept. 11
Pretorian .. .. Sat., Sept. 20
Grampian .. .. Thurs., Sept. 25
MONTREAL-HAVRE-LONDON.
Corinthian .. .. Sun., Sept. 7
Sicilian,.. .. .. Sun., Sept. 14
Ionian .. .. .. Sun., Sept. 21
Pomeranian .. .. Sun., Sept. 28
For rates and full particulars, apply
WM. THOMSON & CO., City, or H. & A. ALLAN, General Agents, 2 St. Peter Street, Montreal.

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. 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.
STEAMER MAY QUEEN
Will leave her wharf, Indiantown, Wednesday and Saturday mornings at Eight o'clock, until further notice, for Chipman and intermediate stops returning Monday and Thursday.
F. H. Colwell, Mgr.

ALL THE WAY BY WATER
Eastern Steamship Corporation
INTERNATIONAL LINE. Leaves St. John at 9 a. m. Monday, Wednesday, Friday, for Eastport, Lubec, Portland and Boston. Returning, leaves Central Wharf, Boston, same days, 9 a. m., Portland 5 p. m., for Lubec, Eastport and St. John. DIRECT: Leave St. John Tuesdays, Fridays and Saturdays, 7 p. m. Return, leave Boston Sundays, Mondays and Thursdays, 10.00 a. m.
MAINE STEAMSHIP LINE: Direct service to New York, leaves Portland, Franklin Wharf, Monday, 10.30 a. m.; Tuesday, Thursday and Saturday, 6.30 p. m.
METROPOLITAN STEAMSHIP LINE: Direct service to New York. Leave India Wharf, Boston, week days and Sundays, 5 p. m.
CITY TICKET OFFICE, 47 KING ST.
L. R. THOMSON, T. F. & P. A.
A. E. FLEMING, Agent.

FURNESS LINE
From London. — From St. John.
July 24 .. .. Kanawha .. .. Aug. 9
Aug. 8 .. .. Shenandoah .. .. Aug. 26
Aug. 22 .. Rappahannock .. Sept. 6
Sept. 5 .. .. Kanawha .. .. Sept. 23
WILLIAM THOMSON & CO., Agents, 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.

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.