TO
SHAREHOLDERS
OF
NEW BRUNSWICK
TELEPHONE
COMPANY

If you are not in a position to take up your allotment of new stock, communicate with us. We are open to purchase.

Eastern Securities Company, Limited.
Investment Bankers
St. John, N. B.
Halifax, N. S.

A GREAT CHANCE FOR REST AND RECREATION

Six Days' Board and Lodging and Admission To Twelve Highest Class Entertainments, All For $10.

An outing of six days with a season ticket entitling the holder to admission to twelve highest class entertainments, all for ten dollars, is certainly something worth talking about and telling your neighbours about. Chautauqua in Sackville will begin on July 20th and will continue until July 26th. Mount Allison Ladies' College has been kindly thrown open by the principal, Rev. Dr. Wigle, board and lodging for the six days being given for only $8.00. The price of the season ticket for the twelve entertainments is two dollars, making the total expenditure the very modest sum of $10. Teachers and others throughout the Maritime Provinces, desiring rest and recreation and the privilege of attending entertainments which are rarely given outside the large cities should take advantage of the opportunity of coming to Sackville on July 20th. To ensure accommodation at the Ladies' College applications should be made immediately to Rev. Dr. Wigle, Sackville, New Brunswick. The lectures by eminent men, the operas by renowned singers, the vocal and instrumental music by world artists, who will furnish the programme for Chautauqua, constitute an attraction of the highest character and excellence. For full information concerning Chautauqua write E. P. Smith, Secretary, Sackville, N. B.

N. Y. QUOTATIONS.

(McDougall and Cowans.)

	Open.	High.	Low.	Close.
Am Car Fy	84½	84⅝	84⅜	84½
Am Loco	68	68	67¾	68
Am Sug	113	..	..	..
Am Smelt	80⅞	80⅞	80¾	80¾
Am Steel Fy	67⅞	..	..	..
Am Tele	97¼	97¼	96½	96½
Anaconda	69	69⅛	68⅞	69
Am Can	45⅞	47	45⅞	46⅝
Bald Loco	93½	93⅝	93	93¼
Beth Steel	84½	84½	84¼	84⅜
Butte and Sup	30	..	..	..
Chino	41	..	..	..
Cent Leath	71	..	..	..
Distillers	58⅞	59⅛	58	58⅞
Cruc Steel	68⅝	69¼	68⅝	69¼
Gen Motors	156½	158	156½	158
Inspira Cop	56	56⅛	56	56⅛
Nor Pac	87¼	..	..	..
Kenne Cop	33⅝	..	..	..
Mer Mar Pfd	101⅛	102⅜	101½	102⅜
Reading Com	93	93⅜	92⅝	92⅝
Repub Steel	93½	93¾	93¼	93¾
Studebaker	46⅝	46⅞	46¼	46¼
U S Stl Com	108⅝	108⅝	108¼	108¼

MONTREAL SALES.

(McDougall and Cowans.)
Montreal, Saturday, July 6.—
Morning.
Steamships Pfd.—25 @ 76.
Can. Cem. Com.—110 @ 61.
Steel Can. Com.—105 @ 66½.
Can. Car Pfd.—5 @ 78¼, 25 @ 78.
Shawinigan—55 @ 111½.
1931 War Loan—2,000 @ 95.
1937 War Loan—4,000 @ 93⅞, 1,600 @ 93¾.
Ames Holden Pfd.—95 @ 60, 25 @ 61, 100 @ 61½, 35 @ 62.

CHICAGO PRODUCE

McDOUGALL AND COWANS
Chicago, July 6—
WHEAT—No. 1 red $2.36.
WHEAT—No. 3 red $2.20.
CORN—No. 2 yellow, $1.77.
CORN—No. 3 yellow, $1.70 to $1.72.
CORN—No. 4 yellow, $1.60 to $1.65.
OATS—No. 3 white, 78¼ to 79.
STANDARD OATS—78 3-4 to 79.
RYE—No. 2, $1.72.
BARLEY—$1.00 to $1.20.
TIMOTHY—$5.00 to $7.50.
CLOVER—Nominal.
PORK—Nominal.
LARD—$25.87.
RIBS—$23.50 to $24.25.

N. Y. COTTON MARKET

(McDougall and Cowans.)

	High.	Low.	Close.
Jan.	24.82	24.27	24.50
Mar.	24.48	24.34	24.46
July	28.05	27.26	27.80
Dec.	24.92	24.42	24.62

THE INDEPENDENT STEEL GROUP AND OIL SHARES FIRM

Mexican Petroleum, Marine Preferred and Minor War Issues Up 1 To 2.

THE LOW-PRICED COAL STOCKS ALSO STRONG

United States Steel Reached Highest Mark of the Week Saturday.

New York, July 6—Opening with an uncertain tone today's curtailed session of the stock market soon evinced firmer tendencies, in a few instances developed marked strength of steels of the so-called independent group, notably Crucible, Sloss-Sheffield and Superior; Oils, particularly Mexican Petroleum and Marine Preferred and minor war issues all retained the greater part of their 1 to 2 point advances.

Low priced coalers also shared in their movement. Reading second preferred, Chesapeake and Ohio and Pittsburgh and West Virginia averaging one point gains, but standard rails kept within a fractional limit, showing virtually no change at the end.

U. S. Steel Strong

United States Steel made a fractional advance to its best quotation of the week, but closed at slight loss. Metals moved sluggishly and numerous other speculative favorites received scant attention. Sales amounted to 190,000 shares.

The bank statement was interesting for its decided reversal from the previous week.

Bonds were firm, most of the war issues hardening, with a gain of 1 3-4 in Tokio fives. The liberty group was about steady. Total sales (par value) were $1,875,000.

United States Bonds, old issues were unchanged on call during the week.

COMEDY MIXED WITH TRAGEDY

Interesting Story From South Russia When Odessa Captured.

Vologda, Russia, April 24.—(Correspondence of The Associated Press.)—How comedy has been interwoven with tragedy in the story of the German sweep over Southern Russia since the signing of the peace treaty at Brest Litovsk has been told in reports of the "capture" of Odessa which have been brought to the American embassy here.

A French officer, who flew by airplane from Jassy, Roumania, to Odessa, arriving there on the day the Germans entered, and who escaped by boat, told the story to an American official who had left Odessa two days before and, who since, after a journey full of perils and difficulties, has just reached Vologda.

Although there was a Russian fleet in the harbor, with big guns enough to wreck the city, and the Russian garrison was strong, the "capture" of Odessa was made by a mere handful of Germans.

On the morning of March 12, when the city was in fear and trembling, not so much at the appproach of the Germans as at the fear that the revolutionary sailors would wreck the town, a big touring car, painted war gray, and accompanied by a few motorcyclcies, came whizzing into Odessa. This was the German invasion—six officers and about as many privates.

They drove to the soviet headquarters, and demanded parley. The soviet authorities debated for a few moments and then decided to arrest their invaders. They did, but the populace, fearing the sailors would wreck the town, clamored outside the building and finally the "occupying force" was released. When sailors from the fleet came to parley with the Germans, the crowd outside mobbed the sailors and the Germans rescued the sailors from lynching.

Then a 24 hour truce was arranged, at the expiration of which a few companies of German soldiers came to Odessa and occupied the city—which has a population almost as large as St. Louis, Mo.

PRINCE EDWARD ISLAND MAN A PRISONER

Private Lefurgey of St. Eleanor's Had Been Mourned As Dead.

Charlottetown, July 7.—Relatives of Private Archie Lefurgey of St. Eleanors, have been mourning him as dead, but rejoice to learn he is alive, although a prisoner in Germany. He was captured while attempting to rescue a wounded comrade.

MONTREAL PRODUCE

McDOUGALL AND COWANS
OATS—Canadian Western, No. 2, 98½.
OATS—Canadian Western, No. 3, 95½.
FLOUR—Manitoba new standard grade, $10.95 to $11.05.
BRAN—$35.00.
SHORTS—$40.00.
MOULLIE—$67.00.
HAY—No. 2, per ton, car lots, $14.50 to $15.00.
POTATOES—Per bag, car lots, $2.25.

GERMANS FOR P. E. I.

Charlottetown, July 7 — Sixty German prisoners from the internment camp at Amherst, N. S., will be brought to Prince Edward Island next Thursday night. The prisoners will be put to work on the railroad bed on the Borden branch.

SOLDIERS DO NOT CARE TO MEET HUN SUBMARINES

They Are Not Afraid of Encounters on Battlefield, But They Prefer To Be Excused From Experience With U-Boat.

London, June 16.—(Correspondence of The Associated Press.)—Although troopships that bring over American soldiers are so well protected that the submarine menace is virtually negligible, submarines throughout the trip are probably the chief subject of conversation. Usually the references to the undersea terror are jocular, but it is apparent that much serious thought is given to U-boats and that they loom large in immagination. This applies to officers as well as to the men. All say frankly they have no desire for a brush with the slinking, enemy craft.

The reason for this was neatly put by a major of infantry who recently landed in England. Fighting submarines," he said, isn't our game." In that pithy explanation he summed up the soldier's attitude exactly.

Fighting the submarine isn't the army's game, and soldiers can't play it because they don't know how. If their ship is attacked there is nothing for them to do except march on deck and prepare to take to the lifeboats. Defensive measures rest with the transport's naval guns and with the escorting destroyers. They, as the soldiers sees it, have all the fun, while the soldier must stand by, eager to fight, but helpless to take a hand.

The army officers feel keenly their responsibility in such an unfamiliar situation. It devolves upon them to clear the ship of every man and get them into their proper boats.

In order to do this with the greatest possible celerity and precision, the commanding military officer and his assistants carefully work out their plans before the ship sails. On a large vessel carrying several thousand troops it is necessary to quarter the men on all decks, some far down in the vessel. The tasks, then, is to get them all up on the boat deck with the least delay and without confusion.

Boat Drills.

Boat drills begin soon after the ship leaves port. Each man is assigned to a particular boat, and it is highly important that when the troops in response to the alarm signal, are moving up from the lower decks that there be no interference and congestion on the stairways.

The problem presents a number of difficulties, each of which is studied with care. So perfect was the system employed on one big transport that the 6,000 troops on board could be brought from all parts of the ship to their stations on the upper deck within less than five minutes.

When a transport approaches the submarine zone, precautions are increased. All officers and men must wear their life preservers constantly, and when the ship has got well into the zone, orders are issued for the men to sleep in their clothes.

No lights of course, are shown. To guard against the inadvertent striking of a match whose flare might reveal the vessel's pressure to a luring submarine, no one is permitted on deck after dark with the exception of the ship's crew. Sentries are posted to see that this order is strictly obeyed.

An amusing incident occurred on a huge British transport which was carrying a particularly large number of American soldiers.

About nine o'clock one evening, while full speed was being made through the heart of the zone, a sentry noticed a ray of light playing in a small circle on a distant part of the deck which he was guarding. He called another sentry and together they crept toward the point where the light momentarily had disappeared. The night was very dark and at first the sentries could see nothing. Then they made out the figure of a man bending over the deck. They immediately seized him and told him he was under arrest.

"But I'm the watching officer in command of the ship," theprisoner exclaimed. "I have to use a flashlight for the work I'm doing here."

However, the sentries had their orders. They were to arrest anybody that showed a light on deck. So their captive protested in vain. The soldiers called their officer of the day. He decided to turn the prisoner over to the ship's captain.

Up to the bridge the watch officer was taken and when the captain saw him and heard the details, he almost choked with laughter.

It will be a long time before that officer is permitted to forget his arrest on his own ship by American soldiers.

CATTLE SHOT IN ALBERT COUNTY

Magistrate Peck Holds Investigation on Affair in Harvey Parish.

Special to The Standard.

Albert, July 6.—The shooting of several cattle at pasture in a back district in the Parish of Harvey has been the subject of investigation before Justice E. E. Peck during the past week, and developments point to a serious criminal offence.

TRANSPORT ASHORE

Ottawa, July 6.—It is officially announced through the office of the chief press censor that the City of Vienna, a Canadian troop ship, having troops on board, has gone ashore on the Atlantic coast during a dense fog. The troops and crew have all been safely taken off. It is thought that the ship herself may become a total loss.

COTTON STRIKE ENDS

Lowell, Mass., July 6.—The strike of textile workers here ended last night, when Henry D. Endicott, executive manager of the state committee on public safety, who had been agreed upon as mediator, awarded the 20,000 operatives the five per cent. increase in wages they demanded. The award takes effect from June 17th.

U. S. WILL RAISE $6,000,000,000

Next Liberty Loan Will Be Floated in the Fall At 4 1-4.

New York, July 6—In a letter to the presidents of banks and trust companies, Secretary of the Treasurer McAdoo says the financial needs of the country will require the sale of certificates of indebtedness to the amount of $6,000,000,000 during the next four months. The first of a series of bi-weekly issues of about $750,000,000 are dated June 25th and will mature on October 25, with interest at 4½ per cent. There is also contemplated an offering to the general public directly and through the banks, of perhaps $2,000,000,000 of certificates for use by tax payers in meeting taxes due in June, 1919. The Secretary's announcement is taken to mean that the next Liberty Loan will be floated in October or November and that the bonds will bear 4¼ per cent. interest. Bankers have accepted the plan of anticipating payment by the purchase of Treasury certificates as the most practical means of relieving financial strain at the time payments in large amount are due.—Guaranty Trust Co.

RAILWAY CHANGE HELPS BUSINESS

Better Transportation Facilities For Albert Since Ottawa Government Took Over Railroads.

Special to The Standard.

Albert, July 6.—The taking over by the federal government of the Salisbury and Albert Railway is already having a stimulating effect on business throughout the county on account of the guarantee afforded of better transportation facilities to farmer's lumbermen and business interests generally.

The haying season is very near and the crop is said to be good, but owing to the shortage of help, largely caused by the enlistment of young men in the military service the haying and harvest has the outlook of being a very hard task.

It is reported that Mr. Gideon K. Prescott has purchased a residence at Wolfville, N. S., and will remove to that town within a few weeks to obtain the advantages of the educational institutions there for his family.

Mr. Prescott and his family will be greatly missed in social and church circles where their activities and generosity has been much appreciated.

PIGEONS OF ST. PAUL'S ARE NOT AS FAT

Visitors To London's Famous Cathedral Not So Numerous As in Ante-Bellum Days.

London, June 6—The pigeons of St. Paul's are not as fat as they used to be. War rations and air raids have affected them materially.

Visitors to London's famous cathedral are not as numerous as they were in pre-war days and even those persons who do feed the pigeons now days don't care to pay twenty-five cents a pint for peanuts just to see the big birds peck. It's a violation of the Defense of the Realm Act to feed bread to birds, so the pigeons have to content themselves principally with scanty leavings from the cab horses' dinner bags.

The pigeons of St. Paul's, and of all London too, dread the buzz of an airplane propeller overhead and even during the daytime when an observing allied aviator appears in the sky—and this is almost daily—the pigeons flutter about and fret considerably until he is out of sight.

And at night, when the Boches have come, dropping bombs and things, the pigeons are out in a jiffy from their roost in the belfry wherein is hung Great Paul of seventeen tons, St Paul's largest bell, never returning until daylight. They spend the remainder of the night on adjoining buildings or wherever they happen to alight when the air raid is at its height.

"One could feed those pigeons all the peanuts and wheat they could get," said a policeman, whose station is near St. Paul's cathedral recently, "but they'll never take on any flesh so long as there are aviators about. Bombs and the hum of airplane work them nearly out of their feathers."

SCHOONER AT HARVEY NEARING COMPLETION

Capt. Charles Brewster in Charge of Work Will Command Her.

Special to The Standard.

Albert, July 6.—The fine schooner now on the stocks in the old Turner shipyard at Harvey Bank is rapidly nearing completion. Captain Charles Brewster, one of our most active seagoing men, has the managing end of the business while she is under construction and will have charge as captain when she is afloat.

CASTINGS

We are in a favorable position for prompt deliveries on castings in

IRON
or
Semi-Steel
Up to 30,000 lbs. in weight.

J. MATHESON & Co. Ltd.
BOILERMAKERS,
New Glasgow, Nova Scotia.

ACTIVE ISSUES MOVE HIGHER

Market Dull and Narrow in Second Hour of Saturday's Trading.

McDOUGALL AND COWANS

New York, July 8—With the exception of Marine Preferred all of the active issues opened fractionally higher, and most of them increased their gains in the first few minutes. Marine preferred quickly recovered to the extent of a point. The buying was chiefly in the steel issues, with Republic about the strongest at the end of the first hour. Gains of one half point to one point were common among the industrials.

In the second hour the market sold off more or less, but remained dull and narrow.

AMES HOLDEN PFD. ADVANCES TWO

Canada Car Preferred Over a Point Stronger, Rising To 78 3-8.

McDOUGALL AND COWANS

Montreal, July 6—There wer two features to today's market. Activity was continued around Car preferred, and the stock was over a point stronger, selling at 78 3-8, the other was in Ames Holden preferred, the stock advanced two points to 62. It is reported the company have received a large government order. Outside of these stocks, trading was dully.

FISH TALKS

BY GEORGE KENNAN

Secretary of the Victoria Fisheries Protective Association

II.

FISH IN ABUNDANCE.

If natural conditions are favorable, and if there is no interference by man with the processes of reproduction, fish, and especially salmon, tend to increase until the rivers into which they run can hardly hold them. Some years ago I made a journey of six or seven hundred miles on horseback through the peninsula of Kamchatka, on the eastern coast of Asia. As I rode northward from Petropavlovsk to the head of the Okhotsk Sea in August and September, I crossed perhaps a hundred rivers or brooks, running either into that sea or into the Pacific Ocean. To say that these streams were full of salmon would be an under-statement. They were literally gorged and choked with them. Thousands, if not tens of thousands, were coming in with every tide, and were struggling up-stream to their spawning places. They were so plentiful that you could not only take from 100 to 200 at every haul of a seine, but in the smaller streams you could wade into the shallow water and throw them out with your hands. Twelve or fifteen-pound fish might be seen struggling up brooks that you could step across, where the water was hardly deep enough to float them. Dogs caught them in their mouths—I have seen them do it—and even the clumsy bear managed to secure one when he was hungry, or when he was tired of blueberries and wanted a change of diet. In September we sometimes rode an hour or two, after it began to grow dark, before we could find a brook whose water was not so contaminated by the dead and decaying bodies of salmon that it was unfit for use. Everywhere the natives were catching them by the thousands in seines, cutting them open, cleaning them, and drying them in the open air for winter use.

All the people of northeastern Siberia, with the exception of the reindeer Koraks and Chukchees, practically live all the year round on fresh or dried salmon. And not only that, but they feed thousands of sledge dogs on them. Has the supply ever failed? Never, within the memory of man. For more than a century the people have been taking hundreds of tons of salmon out of those Siberian rivers every year, and yet the stock remains undiminished. I remember one stream in Kamchatka, not much bigger than North River, and not half as big as the Mira, which for more than a hundred years has been producing salmon enough to feed a dozen villages of from 200 to 500 people each, to say nothing of two or three thousand sledge dogs which live on dried fish the year round. Why does this river continue to produce salmon at such a rate for a whole century? Is it because the Pacific Ocean contained originally more than the Atlantic, so that there were more to run into the Pacific coast rivers? History does not so state. Two centuries ago there were just as many in the rivers of Nova Scotia and New England. The Merrimac River, of Massachusetts and New Hampshire, was so filled with them that "the salmon nearest the banks were crowded out on to the dry land." In the Connecticut River there were so many that, as Peters quaintly says in his "History of Connecticut," "no finite being could number them." As late as 1783 the people of Connecticut derived half their supply of food from this source, and hired laborers, working under contract, stipulated that they should not be compelled to eat salmon more than so many days a week.

If, therefore, we now have only a few salmon, while the northern Asiatics have an abundance, it is not because there were more in the Pacific than in the Atlantic. It is because civilized man has never allowed a sufficient number to reach their breeding grounds, while uncivilized man has always given them free access to their spawning places and has thus kept up the stock.

In both New England and Nova Scotia, rivers were obstructed by dams, weirs and standing nets and the water was polluted by sawdust and the waste products of manufactories. In Siberia there were none of these things to prevent the fish from getting to their spawning places. The Siberian natives never used standing nets, either in the streams or along the coasts. They caught all they wanted by hauling seines in the rivers while the salmon were coming in, and during a part of every day and the whole of every night the fish were allowed to pass unchecked and unhindered. Standing nets, wherever placed, work all the time, while seines, or rods and lines, are in use only a part of the time, and leave the rivers and the coastal waters unobstructed and undisturbed during one-half, at least, of every day.

By wasteful methods of fishing, and by catching as many as possible, regardless of the annual rate of increase, we have reduced the number of our salmon, until, in many of our streams, there are none at all, while even in the Margaree there are not one-quarter as many as there ought to be. What have we done, and what are we doing, to remedy this state of things? Is there any possibility of restocking our depleted streams so that they will yield salmon and trout enough to supply at least our own population? These questions I shall try to answer in another "talk."

GRANLIDEN HOTEL
Lake Sunapee, New Hampshire
At the Gateway of the White Mountains.
The Ideal Tour Hotel at Lake Sunapee. Altitude 1,200 ft. No Hay Fever. Good golf course, fishing excellent, tennis, bathing, boating, canoeing, dancing, fine motoring, etc. Accommodates 300. Furnished cottages to rent. Write for circular; W. W. Brown. Winter season; Hotels Indian River and Rockledge, Rockledge, Florida.

YOU WILL NOT DIE
a moment sooner if you make your Will. If you have not already done so, you should not neglect it longer. Appoint
THE CANADA PERMANENT TRUST COMPANY
your Executor, and secure expert and continuous service. If you send us your Will, we shall be pleased to take care of it, free of charge, giving you a formal acknowledgement that it is in our possession. It will thus be promptly available when required.
This Company is under the same direction and management as the Canada Permanent Mortgage Corporation, established in 1855.
Branch Office, Corner Prince William Street and Market Square, St. John, N. B.
H. N. M. STANBURY, Manager. J. D. P. LEWIN, Solicitor.

VICTORY BONDS
Purchased and Sold
McDOUGALL & COWANS
Members Montreal Stock Exchange
58 Prince William Street, St. John, N. B.
Branch Offices
Quebec, Montreal, Winnipeg, Halifax.
Connected by Private Wire.

INSURE WITH THE
Guardian Accident And Guarantee Company
Accident, Sickness, Employers' Liability, Guarantee Bonds, Burglary and Plate Glass Insurance * *
KNOWLTON & GILCHRIST, General Agents, St. John, N. B.

REGULAR MAIL, PASSENGER AND FREIGHT SERVICE
Between Canada and the
WEST INDIES
The Most Attractive Tourist Route Available to Canadian Travellers Today.
Literature Sent on Request.
THE ROYAL MAIL STEAM PACKET CO.,
Halifax, N. S.

ANCHOR-DONALDSON
PASSENGER SERVICE
BETWEEN
MONTREAL and GLASGOW
Apply to Local Agents or
THE ROBERT REFORD CO. LIMITED
General Agents
162 Prince William St., St. John, N. B.

Stmr. Champlain
UNTIL FURTHER NOTICE, Steamer will leave St. John on TUESDAY and THURSDAY at 12 o'clock noon, and SATURDAY at 2 p. m., for Upper Jemseg and intermediate landings; returning on alternate days, due in St. John at 1.30 p. m.
R. S. ORCHARD, Manager.

The Maritime Steamship Co.
Limited
TIME TABLE
On and after June 1st, 1918, a steamer of this company leaves St. John every Saturday, 7.30 a. m., for Black's Harbor, calling at Dipper Harbor and Beaver Harbor.
Leaves Black's Harbor Monday, two hours of high water, for St. Andrews, calling at Lord's Cove, Richardson, Letete 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 on the tide for Dipper Harbor, calling at Beaver Harbor.
Leaves Dipper Harbor for St. John, 8 a. m. Thursday.
Agent—Thorne Wharf and Warehousing Co., Ltd., 'Phone 2581. Manager 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 June 1st, and until further notice, boat of this line will leave Grand Manan, 7 a. m. Mondays for St. John arriving about 2.30 p. m.; returning Tuesday, 10 a. m., arriving Grand Manan about 5 p. m. Both ways via Wilson's Beach, Campobello and Eastport.
Leave Grand Manan Wednesdays, 7 a. m., for St. Stephen, returning Thursday, 7 a. m. Both ways via Campobello, Eastport, Cummings' Cove and St. Andrews.
Leave Grand Manan Fridays, 6 a. m. for St. John direct, arriving 10.30 a. m., returning leave St. John, 2.30 p. m., arriving 7 p. m.
Leave Grand Manan Saturdays for St. Andrews, 7 a. m., returning 1.30 p. m. Both ways via Campobello, Eastport and Cummings' Cove.
Atlantic Daylight Time.
SCOTT D. GUPTILL, Manager.

TRAVELLING?
Passage Tickets by All
Ocean Steamship Lines
WM. THOMSON & CO.,
Limited
Royal Bank Bldg., St. John

DOMINION COAL COMPANY
DOMINION and SPRINGHILL
BITUMINOUS STEAM and GAS COALS
GENERAL SALES OFFICE
R. P. & W. F. STARR, LTD.,
Agents at St. John.

COAL
BEST QUALITY
REASONABLE PRICE
Wholesale and Retail
R. P. & W. F. STARR, LTD.,
49 Smythe Street — 159 Union Street

—LANDING—
SYDNEY SOFT COAL
JAMES S. McGIVERN
TEL. 42. 4 MILL STREET