

THE LATEST SHIPPING NEWS AND ANNOUNCEMENTS

MINIATURE ALMANAC.

April Phases of the Moon.			
New moon.....	D. H. M.		
First quarter.....	6 13 48		
Full moon.....	14 39 39		
Last quarter.....	22 17 39		
Day Week			
Day	Month	A.M.	P.M.
12	4	7.00	3.03
13	5	7.02	3.52
14	6	7.03	4.55
15	7	7.04	6.08
16	8	7.05	7.21
17	9	7.06	8.34
18	10	7.07	9.47
19	11	7.08	10.60
20	12	7.09	11.73
21	1	7.10	12.86
22	2	7.11	1.99
23	3	7.12	3.12
24	4	7.13	4.25
25	5	7.14	5.38
26	6	7.15	6.51
27	7	7.16	8.04
28	8	7.17	9.17
29	9	7.18	10.30
30	10	7.19	11.43
31	11	7.20	12.56

VESSELS BOUND TO ST. JOHN

Steamers	Destination	Agent
East Point, 3006, London, Feb. 25.	London	Wm. Thomson & Co.
Kumara, 3007, London, April 2, J. T. Knight and Co.	London	J. T. Knight and Co.
Benguela, 3554, Kurrakel, J. T. Knight and Co.	Kurrakel	J. T. Knight and Co.
Sokoto, 3005, Cuba, J. T. Knight and Co.	Cuba	J. T. Knight and Co.
Empress of Britain, Liverpool, April 4.	Liverpool	Wm. Thomson & Co.
Virginian, at Liverpool, April 8.	Liverpool	Wm. Thomson & Co.
Corinthian, Liverpool, April 5.	Liverpool	Wm. Thomson & Co.
Rapahannock, London, March 26.	London	Wm. Thomson & Co.
Ruthenia, Trieste, via Naples, March 26.	Trieste	Wm. Thomson & Co.
Manchester Importer, Manchester, March 27.	Manchester	Wm. Thomson & Co.
Mount Royal, Antwerp, March 16.	Antwerp	Wm. Thomson & Co.
Ruthenia, Nobles, March 26.	Nobles	Wm. Thomson & Co.
Cassandra, Glasgow, April 10.	Glasgow	Wm. Thomson & Co.
Kanawha, London, April 8.	London	Wm. Thomson & Co.
Athena at Glasgow April 8.	Glasgow	Wm. Thomson & Co.
Benin, Leth, April 7.	Leth	Wm. Thomson & Co.

VESSELS IN PORT.

Steamers	From	Agent
Montreal, 3552, C. P. R.	Montreal	Wm. Thomson & Co.
Sturmia, 3484, Robt. Reford Co.	Robt. Reford Co.	Wm. Thomson & Co.
Tronto, 3055, J. T. Knight & Co.	J. T. Knight & Co.	Wm. Thomson & Co.
Benguela, 3554, Wm. Thomson & Co.	Wm. Thomson & Co.	Wm. Thomson & Co.
Ruthenia, 4714, C. P. R.	C. P. R.	Wm. Thomson & Co.
Stidman, 4848, Wm. Thomson & Co.	Wm. Thomson & Co.	Wm. Thomson & Co.
Bray Head, 1854, Robt. Reford & Co.	Robt. Reford & Co.	Wm. Thomson & Co.
Manchester Commerce, 3444, Wm. Thomson & Co.	Wm. Thomson & Co.	Wm. Thomson & Co.
Clara Mennig, W. M. Mackay.	W. M. Mackay.	Wm. Thomson & Co.
Manchester Importer, 2538, Wm. Thomson & Co.	Wm. Thomson & Co.	Wm. Thomson & Co.
Schooners	From	Agent
Harold B Cousins, 380, Peter McIntyre.	Peter McIntyre.	Wm. Thomson & Co.
Coram, 111, laid up, N. O. Scott.	N. O. Scott.	Wm. Thomson & Co.
Funter, 187, laid up, J. P. Purdy.	J. P. Purdy.	Wm. Thomson & Co.
Generals, 124, A. W. Adams.	A. W. Adams.	Wm. Thomson & Co.
Oleio, 124, laid up, J. P. Adams.	J. P. Adams.	Wm. Thomson & Co.
Henri G King, 126, A. W. Adams.	A. W. Adams.	Wm. Thomson & Co.
Scott Queen, 107, laid up, C. M. Kerrison.	C. M. Kerrison.	Wm. Thomson & Co.
Exhimo, 99, in for repairs, C. M. Kerrison.	C. M. Kerrison.	Wm. Thomson & Co.
Salle B Lutham, D. J. Purdy.	D. J. Purdy.	Wm. Thomson & Co.
Domain, 31, C. M. Kerrison.	C. M. Kerrison.	Wm. Thomson & Co.
Elma, 299, A. W. Adams.	A. W. Adams.	Wm. Thomson & Co.
Segun, 333, J. Willard Smith.	J. Willard Smith.	Wm. Thomson & Co.

PORT OF ST. JOHN, N. B.

Arrived, Friday, April 11, 1913.

Stmr. Clara Mennig (Ger) Witt, Fy. al. W. Mackay, bal.

Coastwise—Schrs. Souvenir, 27, Out-house, Thiverton, Stanley L. 19, Mc Nally, Apple River, Stmr. Chignecto, 33, Cannan, Advocate Harbor and old; Schrs. Utizen, 47, Alexander, Point Wolf, Clarence, Fran, 23, Fran, Grand Harbor, Old Miller, 95, Hays, Parraboro, Caraco, 34, Ingersoll, Grand Harbor, Walter C. 18, Beding, fishing and old; Friendship, 65, Dixon, Waterside, Emily R. 31 Sullivan, Meteghan.

Cleared.

Coastwise—Schrs. Two Sisters, Pritchard, St. Martins; Regene, C. Surte, Meteghan; Stmr. Canora Bros. Warnock, Chance Harbor; Sch. Leonide, Payson, Yarmouth.

Sailed.

Stm. Sturmia, Taylor, Glasgow, Robt Reford Co. general cargo and passengers.

Stmr. Borna, Dutton, Liverpool, John E Moore and Co.

Stmr. Rhodora, Robinson, West Indies via Halifax, Wm. Thomson and Co. general cargo.

Stmr. Hesperian, Main, Liverpool, Wm. Thomson and Co.

Stmr. Virginian, Outram, Liverpool via Halifax, Wm. Thomson and Co.

Schr. Orochimbo (Am) Spragg, Pawtucket, Stetson Cutter Co.

DOMESTIC PORTS.

Telegram, April 7.—In port—Schr. Arthur M. Gibson, for New York, load-out.

BRITISH PORTS.

London, April 9.—Sailed—Stmr. Kanawha, St. John via Halifax.

Cardiff, April 8.—Sailed—Stmr. Charterhouse, Stetford, Halifax.

Liverpool, April 9.—Arrived—Stmr. Montcalm, St. John.

London, April 9.—Arrived—Stmr. Lake Michigan, St. John via Halifax.

FOREIGN PORTS.

New York, April 10.—Arrived—Schr. Edward Stewart, Rockport, Me.; Caroline Grey, do; Annie Lord, Annapolis, Hyannis, Mass. April 10.—Sailed—Schr. Lucia Porter, New York.

Vineyard Haven, April 10.—Sailed—Schr. Wandrian, Watton, N.S.; Maggie Todd, Calais, Me.; Hortensia, New York; Helen Montague, Philadelphia.

Havana, April 10.—Sailed—Schr. Brookline, Kerrigan, Savannah.

Boston, April 8.—Arrived—Schr. Annie, Salmon River, N.S.; Isiah K Stetson, Annapolis, N.S.; Mercedes, Clemensport, Neva, Bear River, N.S.; Russo, St. John, N.B.

Rio Janeiro, April 10.—Sailed—Stmr. Paulosia, Wright, Stettin.

City Island, April 10.—Bound east—Schr. Exidia, Greenville, N.J., for Amherst, N.S.

Richmond, April 7.—Sailed—Schr. American Team, Gold River.

South Bay Harbor, April 8.—Arrived—Schr. Arthur Lord, St. John for Vineyard Haven; Helen G King, do, for Boston.

MOAMA IN COLLISION.

The crew of the fishing schooner Albert W. Black were never much lower than when, in collision at 3 o'clock Wednesday morning with the British schooner Moama, bound from St. John, N. B., for New York.

MUCH MYSTERY OVER GERMAN RESERVE BATTLE TREASURE

Little known of Julius Tower at Spandau, Where \$30,000,000 is Kept—Only One Attempt at Robbery and the Robber Broke His Neck.

The report from Berlin that the German Government in the course of its new war programme plans to triple the treasure it has stored away in the famous Julius Tower at Spandau has caused a revival of the speculation regarding this great secret hoard of 120,000,000 marks (\$30,000,000), which will now be increased to \$90,000,000. More or less mystery has always surrounded the Julius Tower. The mere mention in Baedeker that "the imperial military reserve fund of six million sterling is kept in the Julius Tower of the city!" of Spandau, which is only eight miles from Berlin, has excited the curiosity of most every foreign visitor in the German capital. But sightseers are not welcome within the fortifications of Spandau, and there is record of but one American who ever caught a glimpse of the interior of the tower.

An officer of the German reserve, who at one time was stationed in the fortress of Spandau, but who is now living in this country, tells something about the tower and the treasure it holds. The tower itself is not impressive. It stands in the midst of the citadel surrounded by barracks and officers' quarters, and is not far from the great arsenal and the manufactories of war implements. Directly above it is a small company which does guard duty there. The tower is cylindrical and is built of heavy masonry with nothing to relieve its massive effect. It rises about thirty-five feet from the ground and is almost as thick through as it is tall.

Entrance to the tower is made through triple steel doors, each guarded by a system of "simultaneous keys" held by different individuals, and by a constantly changing band of sentries. One set of keys is with the Chancellor of the Empire and the other with the president of the committee for the debts of the Empire. The local guardian of the treasure was made curator by a decree of 1874, under orders from the Chancellor.

The gold that makes up this "Reichs kriegsschatz" is in twenty pieces, the very same that were paid as the French war indemnity. The with a cargo of lumber. The collision occurred off Segun, it blowing hard, being so thick that the man on watch saw nothing of the approaching ship until she ran across the bows of the Black, breaking the latter's bowsprit close inboard and then disappearing in the darkness. No other damage was received by the Black, but had she been struck a few feet farther back, she would have probably gone to the bottom, as both vessels were going at a lively clip. They arrived in Portland, Me., Tuesday to effect repairs, but the Moama's port bow was stove in, earthen broken and rails smashed. The Black was taken at once to the marine railway to effect repairs.

LEFT BIG ESTATE.

John Imman Selby, joint founder with his cousin, Thomas Henry Imman of the White Star Line, who died on February 4, aged 84, left an estate estimated at \$166,715 gross.

HEAVY DRIFT ICE.

Sydney, April 10.—The heavy drift ice packed in the Gulf for the past month, has at last found its way to the mouth of the harbor. The ice is jammed around Low Point, but there is practically open water from North Sydney. The S. S. Hochelaga, loaded with coal for St. John, N.B., easily forced her way out of the harbor last night.

WEEKLY FREIGHT LINE.

The Furness Line intends to invade the St. Lawrence with a weekly freight line between Hull and Montreal, commencing May 10. The boats to be employed on this service will include several of the firm's Range boats, which are all good cargo steamers, of which they have 4,000 tons register, some of them nearly new. The Peninsular Range being an especially fine boat, which was built only in 1911. Besides grain, which will for the most part be brought to Montreal by the Richelieu-Ontario and amalgamated lines' lake freighters, provisions generally are largely handled by the general cargo boats. The boats to be trading already been built up in provisions by Furness, with the Peninsular and the east coast of England. The first Furness liner to Hull from Montreal of the weekly service will be the Chiltern Range, which is due to sail on May 10, followed by the Venango, May 17; Snowdon Range, May 24; Dalton, May 31; Almeria, June 7; Pennine Range, June 14, and weekly thereafter to the end of the season.

DANGERS TO NAVIGATION.

New York, April 10.—Stmr. Mesaba reports April 8, lat 40 22 N, lon 73 10 W, passed a large can buoy.

St. Katadina, Queen, reports April 3, lat 35 23 N, lon 75 21 W, passed a piece of yellow pine timber about 30 feet long and 8 inches square.

Sir Evelyn McDonald, reports April 6, lat 38 38 N, lon 63 15 W, passed a red conical buoy.

Sir Wakefield reports March 30, lat 46 48 to 49 N, saw four large and three small icebergs; also a small patch of field ice.

Tug International reports April 5, Block Island, bearing N.E. (mag) about 7 miles distant, saw the top of a large vessel's cabin; top lead color, sides white.

THE ALLAN LINE.

The Allan line steamer Hesperian, Capt. Allan, sailed yesterday for Liverpool direct, with general cargo.

The Allan line steamer Victorian, Capt. Outram, sailed yesterday for

gold coin is stored away in a dozen small cabinets of safe built into the walls. These are on various levels and are reached by a spiral staircase. Twenty-four men usually compose the guard of the tower, and they are on duty, the guard changing every two hours. The patrol is made about the base of the tower, within the tower and the fortifications.

Once a year the amount of the gold is certified by official reckoning. The coins are not counted. Instead the gold is weighed in bulk and minute fractional differences due to dampness and other atmospheric conditions are noted.

The amount of gold in the Julius Tower has never varied, and there has been but one attempt at robbery. This was by a drunken cobbler of Spandau, who in some mysterious way, according to the story managed to get by the guards. When he was half way up he fell and broke his neck. Robert W. Polinder of Los Angeles is the American who got into trouble with the Spandau authorities, because he got too near the German treasure.

Mr. Polinder told the sentinel that he wanted to see the commandant, and marched into the tower while the soldier's back was turned. He was detained until the police could be summoned. Directly above it is a small company which does guard duty there. The tower is cylindrical and is built of heavy masonry with nothing to relieve its massive effect. It rises about thirty-five feet from the ground and is almost as thick through as it is tall.

Entrance to the tower is made through triple steel doors, each guarded by a system of "simultaneous keys" held by different individuals, and by a constantly changing band of sentries. One set of keys is with the Chancellor of the Empire and the other with the president of the committee for the debts of the Empire. The local guardian of the treasure was made curator by a decree of 1874, under orders from the Chancellor.

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NOTICE TO MARINERS.

Rhode Island—Seacoast—Buys to be established about April 20, 1913, each a second class spar, to mark rocks on east coast of Block Island; White Rock buoy, 1, in about 2 1/2 fathoms of water; 24 1/2 degrees true (W 116 1/2 mag.); Spring House cupola, 32 1/2 degrees true (NNW 16 1/2 mag.); Old Harbor Point, (tangent, 34 1/2 degrees true (N mag.); Old Harbor Point buoy, 3, in about 2 1/2 fathoms of water. Balls Point, tangent, 131 1/2 degrees true (S by W 1/4 W mag.); Bush Island buoy, 227 degrees true (SW by W 5/8 W mag.); Block Island North lighthouse, 29 1/2 degrees true (NW 1/4 W mag.). The rock is round, with flat top, covering an area of about 15 feet, with 2 feet of water over it.

Rhode Island—Narragansett Bay—Eastern passage—Buys to be established about May 1, 1913, to mark shoal making out from the southern end of Prudence Island. Prudence Island south end buoy HS in about 4 fathoms of water; 1, in about 2 1/2 fathoms of water; 24 1/2 degrees true (W 116 1/2 mag.); Gould Island lighthouse, 15 1/2 degrees true (SSW 16 1/2 mag.); Connetquot lighthouse, 34 1/2 degrees true (W 116 1/2 mag.); Narragansett Bay—Eastern passage—Buys to be established in 3 1/2 fathoms of water about May 1, 1913. Hog Island tower, 102 1/2 degrees true (SE by E 1/2 E mag.); Hog Island lighthouse, 126 degrees true (SE 1/4 S mag.); Prudence Island lighthouse, 184 degrees true (S by W 1/4 W mag.); Popasquash Point Shoal buoy No. 1, third class spar, will be discontinued on same date.

Portland, April 9th, 1913.

Seacoast of Maine.

Simms Rock buoy, HS, nun, reported missing April 7, will be replaced as soon as practicable.

NEW TYPE OF CONSTRUCTION.

A novel form of ship construction has been exhibited in London and Liverpool, and created a large amount of interest among shipowners, underwriters and naval architects as furnishing a fresh type of steamer. This is the monitor or corrugated system of ship construction exemplified in the Monitoria and Hyltonia, the invention of Arthur S. Haver, naval architect. The unprecedented development of the last few years in ship construction, not for the increase of size only, but for the production of the most economical vessel, combining the necessary requirements of strength, stability and general seaworthiness, invests this corrugated system with great interest.

The first ship to be built on this principle was the steamer Monitoria, size only, but for the production of the most economical vessel, combining the necessary requirements of strength, stability and general seaworthiness, invests this corrugated system with great interest.

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POSILAM IS READY WHEN YOU ARE

Posilam is ready to exert its marvelous curative properties for you whenever you are ready to employ it. Merely a small quantity used for clearing the complexion quickly removing pimples, eruptions, rashes and blemishes, is sufficient to show what it can do. For this purpose a free sample is mailed to any one upon request by the Emergency Laboratories, 32 West Twenty-fifth Street, New York City.

Posilam Soap, medicated with Posilam, is with the skin, not only when disease is present, but as the safest and most beneficial soap for daily use, toilet and bath. Brings health to hair.

All druggists sell Posilam and Posilam Soap.

3,300 tons on a draft of 18 feet. The success of this vessel led to the building two years later of the steamer Hyltonia, which was launched in 1911. The success of these two vessels have arrested the attention of naval architects throughout the world, and show the confidence of the promoters of the new principle and the practical success in the ships from the shipowners' standpoint.

DEATH OF CAPTAIN COUSINS.

Digby, N. S., April 11.—Digby lost a prominent and lifelong resident this morning by the death of Capt. James W. Cousins, aged eighty. He and the late John H. Syda conducted the well known fish firm of Syda & Cousins up to several years ago, when the business was sold out to F. H. Robertson, of St. John. Capt. Cousins then retired from active commercial life. His wife predeceased him several years ago. Four sons survive—Edward M., Boston; Claude, of Digby; Arthur of the Digby Customs Service; and Harry, chief officer of D. C. Curley. One sister, Miss Rosina Cousins of Digby, also survives.

MARITIME MISCELLANY.

Boston, April 9.—Sloop yacht Pilgrim, owned by John A. Royal, of Boston, and built originally as a cup defender, was towed into Norfolk to be repaired by the collector of the Tail of the Horseshoe Lightship. The Pilgrim was bound from Portland, Me. to Beaufort, N. C.

Sydney, April 9.—Schr. Anulo R. Lewis, which left here yesterday light, had her boom broken at Gurnet light and the captain has finger amputated by a collision with the South-west Harbor, Me., April 7.—Schr. Thomas Hix, from Galais for Boston, with lumber, struck on Long Hedge, near Cranberry Island, today. The ship was towed into the Basin Harbor by the lifeboat line saving crew; the schooner filled with water and an investigation will be made to determine the extent of the damage.

Vineyard Haven, Mass., April 9.—Stmr. Nantucket, from Baltimore for Boston, was rammed by barge Gibson in tow of tug Walburn and into hole 10 feet above water line stove in her port side; she anchored on Half Moon Shoal on account of the heavy gale; the accident occurred near Vineyard Haven, Mass., April 9.—Revenue cutter Seminole, today was ordered to search for abandoned schr. Bartholdi (Br), Mobile for Maoris, which is reported awash off Jacksonville, Fla.

Split 40 Cords

At Age of 85

Thankful to the Medicine That Gave Him Ability for the Task

A VERY INTERESTING CASE.

Few men of eighty-five years of age can boast of much else but poor health and failing strength. And such was the condition of Mr. Benj. Marsh, who is known to every soul in the neighborhood of his home at Linne Lake, Ont.

"Quite unwell," writes Mr. Marsh, "I wish to say how I have been bothered for years with stomach trouble. I tried everything I could think of without benefit. Then I was recommended Nerville. My, but Nerville did me a power of good—made a new man of me, so that within the last three weeks I have been able to split about forty cords of stove wood with always stick to Nerville and will always recommend it, and would like to meet anyone and convince them if in doubt as to what Nerville has done for me."

For sour stomach, nausea, belching of gas, cramps and sudden sickness at night, nothing is more helpful in the home, nothing saves so much pain and distress as Nerville. Large family size bottles, 50c; small size, 25c. at all storekeepers and druggists or The Catarthone Co., Boston, N. Y.

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UNION FOUNDRY and MACHINE WORKS, Ltd

Geo. H. Waring, Manager.
Iron and Brass Castings
WEST ST. JOHN, Phone West 15

STEAMSHIPS.

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, 22nd a. m. for St. Andrews, calling at Dipper Harbor, Beaver Harbor, Black's Harbor, Back Bay, C. Leteto, Deer Island, Red Store, St. George. Returning, leave St. Andrews Tuesday for St. John, calling at Leteto or Back Bay, Black's Harbor, Beaver Harbor and Dipper Harbor. Tide and weather permitting.

Agent: THORNE WHARF & WAREHOUSE 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.

MANCHESTER LINE

From	St. John
Feb. 23	M. Corporation Mar. 15
Mar. 2	M. Engineer Mar. 22
Mar. 8	M. Inventor Apr. 5
Mar. 15	M. Commerce Apr. 12
Mar. 22	M. Importer Apr. 19
Mar. 29	M. Shipper Apr. 26

Note—M. Inventor will sail about March 24, taking cargo for Philadelphia.

Dates subject to change.

WM. THOMSON & CO., Agents

HEAD LINE

St. John to Belfast.	
S.S. Inishowen Head.....	Mar. 15
S.S. Glenam.....	Mar. 15
St. John to Dublin.	
S.S. Bray Head.....	Mar. 20

Wm. Thomson & Co., Ltd.

AGENTS

FURNACE LINE

From	St. John
London.	Kanawha Mar. 13
Feb. 25	Shenandoah Mar. 27
Mar. 12	Rapahannock Apr. 15

Dates subject to change.

WILLIAM THOMSON & CO., Agents

St. John, N. B.

SEPARATE SEALED TENDERS

addressed to the undersigned will be received until 4.00 P. M. on Friday, April 25, 1913, for the supply of hardware, brooms and brushes, manilla and wire rope, packing, paint and paint oils, hose, oils and greases, steam pipe and fittings for the Department of Dredges in the Maritime Provinces.

Each tender must be sent in a separate envelope and endorsed "Tender for Hardware, Maritime Provinces."

Tenders will not be considered unless made upon forms supplied by the Department and in accordance with conditions contained therein.

Forms of tender can be obtained at this office, and at the office of Mr. H. H. Donnelly, Supt. of Dredges, St. John, N. B.

Each tender must be accompanied by an accepted cheque on a chartered bank, payable to the Order of the Honourable the Minister of Public Works, for the amount mentioned in the tender.

By order,
R. C. DESROCHERS,
Secretary,
Department of Public Works,
—37569—
Ottawa, April 5, 1913.