

Mean Phase

First Quarter	Full Moon	Last Quarter
Mar. 15	Mar. 22	Mar. 29
Mar. 26	Apr. 2	Apr. 9
Apr. 16	Apr. 23	Apr. 30
May 7	May 14	May 21
May 28	Jun 4	Jun 11
Jun 18	Jun 25	Jul 2
Jul 9	Jul 16	Jul 23
Jul 30	Aug 6	Aug 13
Aug 20	Aug 27	Sep 3
Sep 10	Sep 17	Sep 24
Sep 30	Oct 7	Oct 14
Oct 21	Oct 28	Nov 4
Nov 11	Nov 18	Nov 25
Nov 30	Dec 7	Dec 14
Dec 21	Dec 28	Jan 4
Jan 11	Jan 18	Jan 25
Jan 30	Feb 6	Feb 13
Feb 20	Feb 27	Mar 5

STEAMERS IN

Company	Ship	From	Arrived
Canadian	St. Lawrence	St. John	Mar. 15
Canadian	St. Lawrence	St. John	Mar. 16
Canadian	St. Lawrence	St. John	Mar. 17
Canadian	St. Lawrence	St. John	Mar. 18
Canadian	St. Lawrence	St. John	Mar. 19
Canadian	St. Lawrence	St. John	Mar. 20
Canadian	St. Lawrence	St. John	Mar. 21
Canadian	St. Lawrence	St. John	Mar. 22
Canadian	St. Lawrence	St. John	Mar. 23
Canadian	St. Lawrence	St. John	Mar. 24
Canadian	St. Lawrence	St. John	Mar. 25
Canadian	St. Lawrence	St. John	Mar. 26
Canadian	St. Lawrence	St. John	Mar. 27
Canadian	St. Lawrence	St. John	Mar. 28
Canadian	St. Lawrence	St. John	Mar. 29
Canadian	St. Lawrence	St. John	Mar. 30
Canadian	St. Lawrence	St. John	Mar. 31

PORT OF ST. JOHN

Company	Ship	From	Arrived
Canadian	St. Lawrence	St. John	Mar. 15
Canadian	St. Lawrence	St. John	Mar. 16
Canadian	St. Lawrence	St. John	Mar. 17
Canadian	St. Lawrence	St. John	Mar. 18
Canadian	St. Lawrence	St. John	Mar. 19
Canadian	St. Lawrence	St. John	Mar. 20
Canadian	St. Lawrence	St. John	Mar. 21
Canadian	St. Lawrence	St. John	Mar. 22
Canadian	St. Lawrence	St. John	Mar. 23
Canadian	St. Lawrence	St. John	Mar. 24
Canadian	St. Lawrence	St. John	Mar. 25
Canadian	St. Lawrence	St. John	Mar. 26
Canadian	St. Lawrence	St. John	Mar. 27
Canadian	St. Lawrence	St. John	Mar. 28
Canadian	St. Lawrence	St. John	Mar. 29
Canadian	St. Lawrence	St. John	Mar. 30
Canadian	St. Lawrence	St. John	Mar. 31

ARRIVED TUESDAY

Company	Ship	From	Arrived
Canadian	St. Lawrence	St. John	Mar. 15
Canadian	St. Lawrence	St. John	Mar. 16
Canadian	St. Lawrence	St. John	Mar. 17
Canadian	St. Lawrence	St. John	Mar. 18
Canadian	St. Lawrence	St. John	Mar. 19
Canadian	St. Lawrence	St. John	Mar. 20
Canadian	St. Lawrence	St. John	Mar. 21
Canadian	St. Lawrence	St. John	Mar. 22
Canadian	St. Lawrence	St. John	Mar. 23
Canadian	St. Lawrence	St. John	Mar. 24
Canadian	St. Lawrence	St. John	Mar. 25
Canadian	St. Lawrence	St. John	Mar. 26
Canadian	St. Lawrence	St. John	Mar. 27
Canadian	St. Lawrence	St. John	Mar. 28
Canadian	St. Lawrence	St. John	Mar. 29
Canadian	St. Lawrence	St. John	Mar. 30
Canadian	St. Lawrence	St. John	Mar. 31

ARRIVED WEDNESDAY

Company	Ship	From	Arrived
Canadian	St. Lawrence	St. John	Mar. 15
Canadian	St. Lawrence	St. John	Mar. 16
Canadian	St. Lawrence	St. John	Mar. 17
Canadian	St. Lawrence	St. John	Mar. 18
Canadian	St. Lawrence	St. John	Mar. 19
Canadian	St. Lawrence	St. John	Mar. 20
Canadian	St. Lawrence	St. John	Mar. 21
Canadian	St. Lawrence	St. John	Mar. 22
Canadian	St. Lawrence	St. John	Mar. 23
Canadian	St. Lawrence	St. John	Mar. 24
Canadian	St. Lawrence	St. John	Mar. 25
Canadian	St. Lawrence	St. John	Mar. 26
Canadian	St. Lawrence	St. John	Mar. 27
Canadian	St. Lawrence	St. John	Mar. 28
Canadian	St. Lawrence	St. John	Mar. 29
Canadian	St. Lawrence	St. John	Mar. 30
Canadian	St. Lawrence	St. John	Mar. 31

ARRIVED THURSDAY

Company	Ship	From	Arrived
Canadian	St. Lawrence	St. John	Mar. 15
Canadian	St. Lawrence	St. John	Mar. 16
Canadian	St. Lawrence	St. John	Mar. 17
Canadian	St. Lawrence	St. John	Mar. 18
Canadian	St. Lawrence	St. John	Mar. 19
Canadian	St. Lawrence	St. John	Mar. 20
Canadian	St. Lawrence	St. John	Mar. 21
Canadian	St. Lawrence	St. John	Mar. 22
Canadian	St. Lawrence	St. John	Mar. 23
Canadian	St. Lawrence	St. John	Mar. 24
Canadian	St. Lawrence	St. John	Mar. 25
Canadian	St. Lawrence	St. John	Mar. 26
Canadian	St. Lawrence	St. John	Mar. 27
Canadian	St. Lawrence	St. John	Mar. 28
Canadian	St. Lawrence	St. John	Mar. 29
Canadian	St. Lawrence	St. John	Mar. 30
Canadian	St. Lawrence	St. John	Mar. 31

ARRIVED FRIDAY

Company	Ship	From	Arrived
Canadian	St. Lawrence	St. John	Mar. 15
Canadian	St. Lawrence	St. John	Mar. 16
Canadian	St. Lawrence	St. John	Mar. 17
Canadian	St. Lawrence	St. John	Mar. 18
Canadian	St. Lawrence	St. John	Mar. 19
Canadian	St. Lawrence	St. John	Mar. 20
Canadian	St. Lawrence	St. John	Mar. 21
Canadian	St. Lawrence	St. John	Mar. 22
Canadian	St. Lawrence	St. John	Mar. 23
Canadian	St. Lawrence	St. John	Mar. 24
Canadian	St. Lawrence	St. John	Mar. 25
Canadian	St. Lawrence	St. John	Mar. 26
Canadian	St. Lawrence	St. John	Mar. 27
Canadian	St. Lawrence	St. John	Mar. 28
Canadian	St. Lawrence	St. John	Mar. 29
Canadian	St. Lawrence	St. John	Mar. 30
Canadian	St. Lawrence	St. John	Mar. 31

ARRIVED SATURDAY

Company	Ship	From	Arrived
Canadian	St. Lawrence	St. John	Mar. 15
Canadian	St. Lawrence	St. John	Mar. 16
Canadian	St. Lawrence	St. John	Mar. 17
Canadian	St. Lawrence	St. John	Mar. 18
Canadian	St. Lawrence	St. John	Mar. 19
Canadian	St. Lawrence	St. John	Mar. 20
Canadian	St. Lawrence	St. John	Mar. 21
Canadian	St. Lawrence	St. John	Mar. 22
Canadian	St. Lawrence	St. John	Mar. 23
Canadian	St. Lawrence	St. John	Mar. 24
Canadian	St. Lawrence	St. John	Mar. 25
Canadian	St. Lawrence	St. John	Mar. 26
Canadian	St. Lawrence	St. John	Mar. 27
Canadian	St. Lawrence	St. John	Mar. 28
Canadian	St. Lawrence	St. John	Mar. 29
Canadian	St. Lawrence	St. John	Mar. 30
Canadian	St. Lawrence	St. John	Mar. 31

ARRIVED SUNDAY

Company	Ship	From	Arrived
Canadian	St. Lawrence	St. John	Mar. 15
Canadian	St. Lawrence	St. John	Mar. 16
Canadian	St. Lawrence	St. John	Mar. 17
Canadian	St. Lawrence	St. John	Mar. 18
Canadian	St. Lawrence	St. John	Mar. 19
Canadian	St. Lawrence	St. John	Mar. 20
Canadian	St. Lawrence	St. John	Mar. 21
Canadian	St. Lawrence	St. John	Mar. 22
Canadian	St. Lawrence	St. John	Mar. 23
Canadian	St. Lawrence	St. John	Mar. 24
Canadian	St. Lawrence	St. John	Mar. 25
Canadian	St. Lawrence	St. John	Mar. 26
Canadian	St. Lawrence	St. John	Mar. 27
Canadian	St. Lawrence	St. John	Mar. 28
Canadian	St. Lawrence	St. John	Mar. 29
Canadian	St. Lawrence	St. John	Mar. 30
Canadian	St. Lawrence	St. John	Mar. 31

TRADING LARGE BUT PRICES AT CAUTIOUS POINT

Some of the Big Issues Decline from Two to Five Points.

NO MONEY FLURRY TO DISTURB STREET

London and Paris Rates Were Moderately Firm With Bond Market Wide.

New York, Mar. 15.—Apart from a few of the highly speculative shares which were susceptible to further pressure because of isolated conditions, today's stock market manifested a pronounced disposition to shake off the extreme depression of the last fortnight. Shorter, it was observed, exercised greater caution, running to cover at the first signs of organized support in the more stable issues. This was especially the case in the active final hour, when many losses were cancelled and a number of substantial net gains were made.

Some Go Lower

Obstacles to general improvement in the early intermediate periods of the sessions were presented by Atlantic Gulf, General Asphalt, United Fruit, Crucible Steel and several other shares of less definite character, these showing extreme recessions of 2 to 5 points.

The rebound in the later dealings was led by United States Steel, Southern Pacific and some other ones of intrinsic worth. Affiliated stocks quickly reversed their course, together with a number of specialties. The movement being accompanied by the largest turnover of the day. Sales amounted to 600,000 shares.

No Money Flurry

Financial and industrial factors were not materially altered, but encouragement was expressed at the absence of a money flurry, such a development having been apprehended in some quarters because of the day's heavy Federal tax payments. The course of the foreign exchange market drew new light on European conditions. Rates on London and Paris were moderately firm, with reactions of varying degree on Belgium, Italy and the so-called neutral countries, especially Sweden, Norway and Denmark. Liberty issues featured a better and broader bond market, rails and utilities, also making noteworthy recoveries, but the foreign division was irregular. French municipals receding. Total sales, par value, aggregated \$3,750,000.

N. Y. QUOTATIONS

Open	High	Low	Close
Am Beet Sug.	41 1/4	40 3/4	41 1/4
Am Car Pdy	122 1/2	122 1/2	123 1/2
Am Loco	82 1/2	82 1/2	83 1/4
Am Smeltng	37 1/4	37 1/4	37 3/4
Am Soda	35 1/2	35 1/2	36 1/4
Am Tob B.	112 1/4	112 1/4	112 1/2
Atchafalca	80 1/4	80 1/4	80 3/4
Am Can	26 1/4	26 1/4	26 3/4
Am Woolen	63 1/4	63 1/4	63 3/4
Beth Steel	54 1/4	54 1/4	54 3/4
Bk and O. C.	30 1/4	30 1/4	30 3/4
Baldwin Loco.	83 1/4	83 1/4	83 3/4
Chees and O.	56 1/4	56 1/4	56 3/4
Crucible Steel	83 1/4	83 1/4	83 3/4
Can Pacific	111 1/4	111 1/4	111 3/4
Cent Loco	37 1/4	37 1/4	37 3/4
Chandler	72 1/4	72 1/4	72 3/4
Gen Motors	12 1/4	12 1/4	12 3/4
Gr North Pdy	71 1/4	71 1/4	71 3/4
Goodrich Rub	34 1/4	34 1/4	34 3/4
Inter Paper	52 1/4	52 1/4	52 3/4
Mex Pet XD	139 1/4	139 1/4	140 1/4
NY NH and H	18 1/4	18 1/4	18 3/4
NY Y Central	67 1/4	67 1/4	67 3/4
North Pacific	76 1/4	76 1/4	76 3/4
Pennsylvania	36 1/4	36 1/4	36 3/4
Pr Steel Car	56 1/4	56 1/4	56 3/4
Reading Com.	65 1/4	65 1/4	65 3/4
Republic SU	64 1/4	64 1/4	64 3/4
St Paul	23 1/4	23 1/4	23 3/4
South Pacific	72 1/4	72 1/4	72 3/4
Studebaker	57 1/4	57 1/4	57 3/4
Stromberg	31 1/4	31 1/4	31 3/4
Un Pac Com.	112 1/4	112 1/4	112 3/4
U S Sil Com.	78 1/4	78 1/4	78 3/4
U S Rub Com.	67 1/4	67 1/4	67 3/4
Willis Oyl	74 1/4	74 1/4	74 3/4
West Electric	47 1/4	47 1/4	47 3/4
Sterling	39 1/4	39 1/4	39 3/4
N Y Funds	14 3/4	14 3/4	14 1/2

RE: LA CIE DE TELEPHONE

QUEBEC UNION ELECTRIQUE

Notice is hereby given that an application will be made to the Parliament of Canada, at its session of 1921, for an act incorporating a telephone company, under the name of "LA CIE DE TELEPHONE QUEBEC UNION ELECTRIQUE," authorized to construct, maintain, acquire and operate lines of telephone in Canada, East of the Province of Ontario, in the provinces of Quebec, New Brunswick and Nova Scotia, with all necessary powers relating to the industry of a telephone company and to wireless telephony; acquire by purchase, lease or otherwise, companies having identical objects; sell, lease and amalgamate or make agreements with other companies having similar objects; receive tolls for lines constructed, bought, leased, amalgamated or otherwise acquired or operated, which shall be approved by the Board of Railway Commissioners for Canada; and for other purposes.

Respectfully, J. B. Bily, Solicitors for De Bily, 111, Mountain Hill Quebec, Quebec, Jan. February, 1921.

Abitibi Sells Higher In Active Trading On Montreal Market

Most of the Paper Stocks Made Small Gains—Bonds Strong With Good Demand.

Montreal, March 15.—Abitibi was the feature stock in a dull market on the local stock exchange today. It furnished over a third of the total dealings and sold up 1 1/2 points to 42 1/2, holding the gain at the close. Laurentide and Weygand, each on a small turnover, acted similarly, but of the remainder of the paper issues Abitibi was unchanged at 123 and the others were lower. Laurentide sold up a point at 84, and Weygand the same at 84. Spanish common eased a large fraction to 71 3/4 and the preferred 1 1/2 point to 82. Brompton lost a fraction at 35 1/2. The steels were quiet and steady to firm. Canadian closing unchanged at 61 and Dominion selling up a fraction at 39 1/4.

MONTREAL SALES

(McDougall & Cowans)	Bid	Asked
Abitibi	42 1/2	43 1/4
Brazilian L H and P.	33 1/4	33 3/4
Brompton	35 1/2	36 1/4
Canada Car	59 1/4	59 3/4
Canada Cement	81 1/4	81 3/4
Canada Cotton	75 1/4	75 3/4
Detroit United	80 1/4	80 3/4
Dom Canners	28 1/4	28 3/4
Dom Iron Pdy	70 1/4	70 3/4
Dom Iron Com.	38 1/4	38 3/4
Dom Text Com	108 1/4	108 3/4
Laurentide Paper	84 1/4	84 3/4
MacDonald Com	24 1/4	24 3/4
Mt L H and Power	82 1/4	82 3/4
Ogilvie	200 1/4	200 3/4
Pennam's Limited	98 1/4	98 3/4
Quebec Railway	129 1/4	129 3/4
Shaw W and P Co.	104 1/4	104 3/4
Spanish River Com.	71 1/4	71 3/4
Spanish River Pdy	82 1/4	82 3/4
Steel Co Can	65 1/4	65 3/4
Toronto Rals	66 1/4	66 3/4
Weygand	84 1/4	84 3/4

Morning

Steamships Com—70 at 30.	
Steamships Ltd—5 at 64 1/2, 30 at 64 1/2.	60 1/2.
Asbestos Pdy—27 at 50.	
Canada Com—1 at 56 1/2, 4 at 59 1/2.	59 1/2.
Dom Iron Com—25 at 39 1/2, 25 at 39 1/2.	39 1/2.
Shawinigan—4 at 104.	
Montreal Power—45 at 82 1/2.	
Albilly—250 at 41 1/2, 50 at 42 1/2, 27 at 41 1/2, 150 at 41 1/2, 10 at 41 1/2, 20 at 42.	
Bell Telephone—10 at 105.	
Toronto Railway—70 at 167.	
Exp. of United—25 at 82 1/2.	
Smelt—25 at 18 1/4.	
Wayagamac—13 at 65 1/2, 35 at 60 1/2.	
Atlantic Sugar Com—50 at 30 1/2, 40 at 30 1/2.	
Breweries Com—20 at 61, 25 at 60 1/2.	
10 at 40 1/2, 175 at 40, 10 at 40 1/2, 8 at 40 1/2, 25 at 40 1/2.	
Span River Com—25 at 72.	
1922 Victory Loan—87 1/2.	
1923 Victory Loan—97 1/2.	
Dom Bridge—25 at 79 1/2, 25 at 79.	
Can Cotton—1 at 78.	
1922 Victory Loan—88 1/2.	
1923 Victory Loan—97 1/2.	
1937 Victory Loan—99 1/2.	
1923 Victory Loan—88 1/2.	
1935 Victory Loan—96 1/2.	
1934 Victory Loan—96 1/2.	