

FINANCIAL WORLD

MORE WAR NEWS

Involves... Continues... stock market... more cheerful... which assist... edged... however in... shares were... within issues... Rub-... t... but others... in better... rates steady... are governed... Russian sit-... estimate of... stocks con-... expressed in... 4 1/2 per cent... the five per... of the four per... explanation of... first mentioned... ble into future... inconvertible and... come tax.

MONTREAL MARKETS.

Montreal, July 31.—CORN—American No. 2 yellow, 2.35 to 2.40. OATS—Canadian Western No. 2, 85; No. 3, 84; extra No. 1, feed, 84. BARLEY—Manitoba feed, 1.26. FLOUR—Manitoba spring wheat patents, 12.50; extra, 12.50; winter patents, choice, 12.50 straight rollers, 12.40 to 12.55; bags, 6.00 to 6.15. ROLLED OATS—Barrels 9.15 to 9.25; bags, 4.45 to 4.55. WOLFFBERG—Bran 35; shorts 40; middlings, 45; moulins, 45 to 61. SIAT—No. 2 per ton, car lots, 10 to 10.50. POTATOES—Per bag, car lots, 10 to 12.00.

CHICAGO PRODUCE.

Chicago, July 31.—Wheat—No. 2 red, nominal; No. 3 hard, 2.60; No. 2 hard, nominal. Corn—No. 2 yellow, 2.32 to 2.33; No. 3 yellow, 2.32; No. 4 yellow, nominal. Oats—No. 3 white, 79 to 81; standard, 81 to 82 1/2. Rye—No. 2, 2.12 to 2.16. Barley—1.25 to 1.52. Timothy—4.00 to 4.75. Clover—12.00 to 17.00. Pork—40.35; lard, 21.00; ribs, 21.75 to 22.35.

BANK CLEARINGS.

Montreal, July 31.—Bank clearings for the month ended today were \$31,480,370; corresponding month last year \$32,715,007; and in 1915, \$211,147,708.

TORONTO.

Toronto, July 31.—Bank clearings July, 1917, \$262,966,414; July, 1916, \$208,769,891; July, 1915, \$161,709,156.

N. A. PULP AND PAPER.

Special to The Standard. Montreal, July 31.—North American Pulp and Paper reports total earnings for the first six months of the current fiscal year of \$62,195 and after bond interest and sinking fund requirements there was a balance of \$262,510. The second half of the year is expected to give better returns.

PORTLAND, BOSTON, NEW YORK

International Line. Steamers leave St. John every Monday, Wednesday and Friday at nine a.m., touching at Eastport, Lubec and Portland; due Boston following day three p.m. Returning, leave Boston same days nine a.m. via above ports.

Direct between Boston and New York

via Cape Cod Canal. Steamers leave India wharf, Boston, every day at six p.m. Same service returning from Pier 18, N. R., New York.

GRAND MANAN S. S. CO.

While S. S. "Grand Manan" is replacing broken tail shaft, service will be supplied by auxiliary schooners as follows: "Harvey and Ralph" leaves Grand Manan Mondays, Wednesdays and Fridays at seven a.m. with mails for St. Andrews via Campbell, Cummings Cove and Eastport; returning Mondays, Wednesdays and Fridays at seven a.m. from St. Andrews via Campbell, Cummings Cove and Eastport. "Snow Maiden" leaves Grand Manan Mondays, Wednesdays and Fridays at seven a.m. for St. John, touching at Campbell and Grand Manan; leaves St. John Wednesday seven a.m. for Grand Manan via Wilson's Beach, Campbell, Atlantic Standard time. Scott D. Gupill, Mgr.

CRYSTAL STEAMSHIP CO.

ST. JOHN-FREDERICTON ROUTE. Agent—D. J. Purdy, 220 St. John St., Mondays, Wednesdays and Fridays, making all intermediate stops, returning alternate days. Steamer Matjesdamak, Mondays, Tuesdays and Saturdays, returning alternate days. Telephone Main 214. D. J. Purdy, manager.

The Maritime Steamship Co.

Limited. Until further notice the S. S. Coors Bros., will run as follows: Leave St. John, N. B., Thorne Wharf and Warehousing Company, Ltd., on Saturday, 7.30 a.m., daylight time, for St. Andrews, N. B., calling at Dipper Harbor, Beaver Harbor, Black's Harbor, Back Bay or L'Etete, Deer Island, Red Store or St. George. Returning leave St. Andrews, N. B., Tuesday for St. John, N. B., calling at L'Etete or Back Bay, Black's Harbor, Beaver Harbor and Dipper Harbor. Weather and tide permitting. Agent—Thorne Wharf and Warehousing Co., Ltd., Phone 2381. Mr. 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.

Steamer Champlain

Until further notice, Steamer will leave St. John on Tuesday and Thursday at 12 o'clock noon, and on Saturday at 2 p.m. for Upper James and intermediate landings, returning on alternate days. In St. John at 1.30 p.m. R. S. ORCHARD, Manager.

TRAVELLING?

Passage Tickets By All Ocean Steamship Lines.

MADE ONLY BY

W.M. THOMSON & CO. Limited. Royal Bank Bldg., St. John, N.B.

BANK OF MONTREAL

NOTICE is hereby given that a DIVIDEND OF FIVE CENTS PER SHARE ON THE CAPITAL STOCK of this institution, has been declared for the current quarter commencing on and after Saturday the FIRST DAY OF SEPTEMBER next, to Shareholders of record of 31st July, 1917.

By order of the Board, FREDERICK WILLIAMS-TAYLOR, General Manager, Montreal, 20th July, 1917.

WEST INDIES

Fortnightly Sailings by Twin Screw Mail Steamers from ST. JOHN, N. B. and HALIFAX, N. S. Special Features for Tourists. For booklet rates, sailing dates and other information apply to THE ROYAL MAIL STEAMSHIP CO., Ltd., 250 Granville Street, Halifax, N. S. or to the Local Ticket Agents.

ANCHOR LINE

PASSENGER SERVICE Between MONTREAL AND GLASGOW For information as to rates and sailings apply to local agents of The Anchor Line Limited, General Agents, 162 Prince William Street, St. John.

Eastern Steamship Lines

Incorporated. PORTLAND, BOSTON, NEW YORK International Line. Steamers leave St. John every Monday, Wednesday and Friday at nine a.m., touching at Eastport, Lubec and Portland; due Boston following day three p.m. Returning, leave Boston same days nine a.m. via above ports.

Direct between Boston and New York

via Cape Cod Canal. Steamers leave India wharf, Boston, every day at six p.m. Same service returning from Pier 18, N. R., New York.

GRAND MANAN S. S. CO.

While S. S. "Grand Manan" is replacing broken tail shaft, service will be supplied by auxiliary schooners as follows: "Harvey and Ralph" leaves Grand Manan Mondays, Wednesdays and Fridays at seven a.m. with mails for St. Andrews via Campbell, Cummings Cove and Eastport; returning Mondays, Wednesdays and Fridays at seven a.m. from St. Andrews via Campbell, Cummings Cove and Eastport. "Snow Maiden" leaves Grand Manan Mondays, Wednesdays and Fridays at seven a.m. for St. John, touching at Campbell and Grand Manan; leaves St. John Wednesday seven a.m. for Grand Manan via Wilson's Beach, Campbell, Atlantic Standard time. Scott D. Gupill, Mgr.

CRYSTAL STEAMSHIP CO.

ST. JOHN-FREDERICTON ROUTE. Agent—D. J. Purdy, 220 St. John St., Mondays, Wednesdays and Fridays, making all intermediate stops, returning alternate days. Steamer Matjesdamak, Mondays, Tuesdays and Saturdays, returning alternate days. Telephone Main 214. D. J. Purdy, manager.

The Maritime Steamship Co.

Limited. Until further notice the S. S. Coors Bros., will run as follows: Leave St. John, N. B., Thorne Wharf and Warehousing Company, Ltd., on Saturday, 7.30 a.m., daylight time, for St. Andrews, N. B., calling at Dipper Harbor, Beaver Harbor, Black's Harbor, Back Bay or L'Etete, Deer Island, Red Store or St. George. Returning leave St. Andrews, N. B., Tuesday for St. John, N. B., calling at L'Etete or Back Bay, Black's Harbor, Beaver Harbor and Dipper Harbor. Weather and tide permitting. Agent—Thorne Wharf and Warehousing Co., Ltd., Phone 2381. Mr. 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.

Steamer Champlain

Until further notice, Steamer will leave St. John on Tuesday and Thursday at 12 o'clock noon, and on Saturday at 2 p.m. for Upper James and intermediate landings, returning on alternate days. In St. John at 1.30 p.m. R. S. ORCHARD, Manager.

TRAVELLING?

Passage Tickets By All Ocean Steamship Lines.

MADE ONLY BY

W.M. THOMSON & CO. Limited. Royal Bank Bldg., St. John, N.B.

FIVE PERSONS ARE KILLED IN WRECK

Freight Train Crashes Into Midnight Excursion Train and Kills Three Edmonton Girls, Bank Clerk and Salesman.

Edmonton, July 31.—Five dead, four seriously and probably fatally injured, and a large number of others requiring hospital care are the toll of the worst railway wreck that has ever occurred in the Edmonton district. It took place Saturday night at 7.15 twenty-one miles west of this city on the Canadian Northern Railway main line, near Villeneuve, when a freight train eastbound crashed into a "midnight" special crowded with passengers for Alberta Beach, a Canadian Northern Railway holiday resort.

The dead all reside in Edmonton. They are: Doris Archer, aged eight; Donald LeDoux, aged 17; Alex. Currie, employee of Merchants' Bank; Charles L. Sanford, salesman; Miss Marion Dow, clerk.

The seriously injured are: Jos. G. Hackett, clerk, dislocated clavicles; A. Morden King, commercial traveller, injury to back and several

bruises; Miss Gertrude Pomeroy, injuries to head and spine and internal injuries; Joseph Irving, internal injuries.

The crews of both engines jumped when they saw a collision was inevitable and avoided serious injury. Both crews insist that they were running according to orders, but it is generally understood that the freight should have taken a siding at Calahoo, three miles west of the scene of the accident.

In One Car. The fatalities and injuries were largely confined to one car of the excursion train, which was completely telescoped by the rear end. The ill-fated car, which was of light construction, was completely demolished and wonder is expressed that any of its occupants escaped alive.

The collision took place just after the excursion train had rounded a curve, which hid the track except for a short distance.

The dead all reside in Edmonton. They are: Doris Archer, aged eight; Donald LeDoux, aged 17; Alex. Currie, employee of Merchants' Bank; Charles L. Sanford, salesman; Miss Marion Dow, clerk.

The seriously injured are: Jos. G. Hackett, clerk, dislocated clavicles; A. Morden King, commercial traveller, injury to back and several

bruises; Miss Gertrude Pomeroy, injuries to head and spine and internal injuries; Joseph Irving, internal injuries.

The crews of both engines jumped when they saw a collision was inevitable and avoided serious injury. Both crews insist that they were running according to orders, but it is generally understood that the freight should have taken a siding at Calahoo, three miles west of the scene of the accident.

In One Car. The fatalities and injuries were largely confined to one car of the excursion train, which was completely telescoped by the rear end. The ill-fated car, which was of light construction, was completely demolished and wonder is expressed that any of its occupants escaped alive.

The collision took place just after the excursion train had rounded a curve, which hid the track except for a short distance.

SHAMROCKS DEFEATED MAPLES LAST NIGHT IN UNINTERESTING GAME

Score Was 4-2 When Game Was Called—Maples in Weak Condition—Season Drawing to a Close.

The Shamrocks defeated the Maples in a slow game of baseball last night on St. Peter's grounds. The game was called at the end of the fourth with the score 4-2. Duke, who was in the box for the Maples allowed but one hit, McMurray doing the trick. The game lacked energy and in one case it was found necessary to plead with one of the players to continue the game.

Now that the season is drawing to a close it would be advisable for the managers of the respective teams to get together and finish the league in real baseball style.

The box score follows:

Maples. AB R H PO A E. Harrington, s. 2 1 1 1 0 0. Martin, p. 2 0 2 0 0 0. Doherty, c. 1 0 4 1 0 0. McGuire, lb. 2 0 0 2 1 0. Moore, cf. 2 0 0 0 0 0. O'Brien, 2b. 2 0 1 1 0 0. Duke, p. 2 0 1 0 0 0. McCleod, rf. 1 0 0 0 0 0.

Shamrocks. AB R H PO A E. Gibbons, s. 3 1 0 0 0 0. Knudson, p. 3 1 0 0 0 1. F. Elliott, lb. 2 0 0 0 0 0. McMurray, 3b. 1 0 1 0 1 0 0. Butler, cf. 2 0 0 0 0 0. McIntyre, c. 2 1 0 0 0 0. Kelly, 2b. 2 0 0 1 1 1. McCann, lf. 2 0 0 0 0 0. White, rf. 2 0 0 0 0 0.

Score by innings: Shamrocks 4000-4. Maples 0002-2.

Diamond Dope. It is to be hoped that the team known as the Maples will be patched up so as to finish the season. You started out all right O'Connor and may be that you will finish all right, but in order to do so you will have to look after the team.

Now that the end of the season is here the squabbling commences. We'll never know who won the league this year if it finishes like it did.

Of course the man who has promised the \$45 dinner won't worry if the teams can't decide the winners. Jimmy, you must say "please" and "thank you" to Kelly or down goes the glove.

That McIntyre family may yet produce a general.

BASEBALL

AMERICAN LEAGUE.

Boston 5, Chicago 2. Boston stepped into first place in the American League today.

Chicago 20000000-2 6 1. Boston 3001010x-5 11 1. Batteries—Cleotis, Williams and Schall; Leonard and Thomas. Detroit 8, Washington 4.

At Washington. Detroit 02001131-8 11 4. Washington 20020000-4 8 1. Batteries—Dauss, C. Jones, Boland and Stange; Ayers, Gallis and Alm.

At Philadelphia. Cleveland 8, Philadelphia 5. Philadelphia 10023110-8 12 1. Philadelphia 00302000-5 8 1. Batteries—Kieffer, Gould and Billings; Seibold, Bush and Anderson.

New York 4, St. Louis 1. New York 00010000-1 7 3. St. Louis 10003000x-4 11 1. Batteries—Davenport, Weight and Averard; Caldwell and Walters.

NATIONAL LEAGUE.

Chicago 9, Boston 6. Chicago 00020004-8 8 2. Boston 20301020x-9 11 0. Batteries—Evans and Tregrosser; Douglas and Wilson.

ANDOVER

Andover, July 31.—Miss Kathleen Beveridge, who spent her vacation with her parents here, left for St. John Thursday.

Miss Josephine Wood of Boston is the guest of her friend, Miss Frances Tibbits.

Mrs. S. P. Waite, Misses Myrtle and Pearl Waite visited Woodstock friends the past week.

On Thursday Mrs. James Tibbits, Mrs. C. M. Tibbits, Mrs. A. R. Tibbits, Ottawa, Misses Gertrude and Frances Tibbits and Mr. James Tibbits enjoyed a picnic tea with Mrs. R. B. Wiley on her pleasant lawn.

Mr. and Mrs. Rose, Presque Isle, visited Mrs. H. L. Bedell during the past week.

Dr. A. F. McIntosh and bride arrived home on Thursday. During the evening several of the younger set gave them a royal charivari.

Mr. and Mrs. George McLaughlin, accompanied by Mrs. Carolyn Armstrong, left on Tuesday on a motor trip to St. John.

Miss Theresa Hoyt of Houlton was a week-end guest of friends in the village.

Mr. and Mrs. Rose, nurse in training at Providence, R. I., arrived on Tuesday to spend her vacation.

H. V. Dalling, the well known lawyer of Woodstock, spent a few days here recently.

Miss Mary McPhail is visiting relatives in the new town. The ill-fated car, which was of light construction, was completely demolished and wonder is expressed that any of its occupants escaped alive.

The collision took place just after the excursion train had rounded a curve, which hid the track except for a short distance.

The crews of both engines jumped when they saw a collision was inevitable and avoided serious injury. Both crews insist that they were running according to orders, but it is generally understood that the freight should have taken a siding at Calahoo, three miles west of the scene of the accident.

In One Car. The fatalities and injuries were largely confined to one car of the excursion train, which was completely telescoped by the rear end. The ill-fated car, which was of light construction, was completely demolished and wonder is expressed that any of its occupants escaped alive.

The collision took place just after the excursion train had rounded a curve, which hid the track except for a short distance.

The crews of both engines jumped when they saw a collision was inevitable and avoided serious injury. Both crews insist that they were running according to orders, but it is generally understood that the freight should have taken a siding at Calahoo, three miles west of the scene of the accident.

In One Car. The fatalities and injuries were largely confined to one car of the excursion train, which was completely telescoped by the rear end. The ill-fated car, which was of light construction, was completely demolished and wonder is expressed that any of its occupants escaped alive.

The collision took place just after the excursion train had rounded a curve, which hid the track except for a short distance.

The crews of both engines jumped when they saw a collision was inevitable and avoided serious injury. Both crews insist that they were running according to orders, but it is generally understood that the freight should have taken a siding at Calahoo, three miles west of the scene of the accident.

In One Car. The fatalities and injuries were largely confined to one car of the excursion train, which was completely telescoped by the rear end. The ill-fated car, which was of light construction, was completely demolished and wonder is expressed that any of its occupants escaped alive.

The collision took place just after the excursion train had rounded a curve, which hid the track except for a short distance.

The crews of both engines jumped when they saw a collision was inevitable and avoided serious injury. Both crews insist that they were running according to orders, but it is generally understood that the freight should have taken a siding at Calahoo, three miles west of the scene of the accident.

In One Car. The fatalities and injuries were largely confined to one car of the excursion train, which was completely telescoped by the rear end. The ill-fated car, which was of light construction, was completely demolished and wonder is expressed that any of its occupants escaped alive.

The collision took place just after the excursion train had rounded a curve, which hid the track except for a short distance.

The crews of both engines jumped when they saw a collision was inevitable and avoided serious injury. Both crews insist that they were running according to orders, but it is generally understood that the freight should have taken a siding at Calahoo, three miles west of the scene of the accident.

In One Car. The fatalities and injuries were largely confined to one car of the excursion train, which was completely telescoped by the rear end. The ill-fated car, which was of light construction, was completely demolished and wonder is expressed that any of its occupants escaped alive.

The collision took place just after the excursion train had rounded a curve, which hid the track except for a short distance.

The crews of both engines jumped when they saw a collision was inevitable and avoided serious injury. Both crews insist that they were running according to orders, but it is generally understood that the freight should have taken a siding at Calahoo, three miles west of the scene of the accident.

In One Car. The fatalities and injuries were largely confined to one car of the excursion train, which was completely telescoped by the rear end. The ill-fated car, which was of light construction, was completely demolished and wonder is expressed that any of its occupants escaped alive.

The collision took place just after the excursion train had rounded a curve, which hid the track except for a short distance.

The crews of both engines jumped when they saw a collision was inevitable and avoided serious injury. Both crews insist that they were running according to orders, but it is generally understood that the freight should have taken a siding at Calahoo, three miles west of the scene of the accident.

In One Car. The fatalities and injuries were largely confined to one car of the excursion train, which was completely telescoped by the rear end. The ill-fated car, which was of light construction, was completely demolished and wonder is expressed that any of its occupants escaped alive.

The collision took place just after the excursion train had rounded a curve, which hid the track except for a short distance.

The crews of both engines jumped when they saw a collision was inevitable and avoided serious injury. Both crews insist that they were running according to orders, but it is generally understood that the freight should have taken a siding at Calahoo, three miles west of the scene of the accident.

In One Car. The fatalities and injuries were largely confined to one car of the excursion train, which was completely telescoped by the rear end. The ill-fated car, which was of light construction, was completely demolished and wonder is expressed that any of its occupants escaped alive.

The collision took place just after the excursion train had rounded a curve, which hid the track except for a short distance.

The crews of both engines jumped when they saw a collision was inevitable and avoided serious injury. Both crews insist that they were running according to orders, but it is generally understood that the freight should have taken a siding at Calahoo, three miles west of the scene of the accident.

In One Car. The fatalities and injuries were largely confined to one car of the excursion train, which was completely telescoped by the rear end. The ill-fated car, which was of light construction, was completely demolished and wonder is expressed that any of its occupants escaped alive.

The collision took place just after the excursion train had rounded a curve, which hid the track except for a short distance.

The crews of both engines jumped when they saw a collision was inevitable and avoided serious injury. Both crews insist that they were running according to orders, but it is generally understood that the freight should have taken a siding at Calahoo, three miles west of the scene of the accident.

In One Car. The fatalities and injuries were largely confined to one car of the excursion train, which was completely telescoped by the rear end. The ill-fated car, which was of light construction, was completely demolished and wonder is expressed that any of its occupants escaped alive.

The collision took place just after the excursion train had rounded a curve, which hid the track except for a short distance.

Keeping the Wolf from Our Door by Keeping Hanna at the Wolf's



There was not a quorum present when the time came for the council meeting yesterday and it was decided to hold the weekly meeting on Thursday at three o'clock.

Presque Isle are guests of Mrs. Willard Turner.

Miss Sarah Watson spent part of the week with her sister, Mrs. Eben Hopkins, Fort Fairfield.

Mrs. J. W. P. Dickson and son, Vernon, visited Mrs. Robert Kelly, Aroostook, last week.

Mrs. Frank Reed and Miss Hazel Reed, St. Arno, were guests of relatives during the week.

Mr. Maurice Waugh of Millinocket is the guest of his uncle, Edward Waugh.

Miss Edith Baird of the militia department, Ottawa, is spending her vacation at her home.

Miss Lucinda Wisnerley and Miss Muriel Baird are home from a pleasant visit in Ottawa.

Mr. and Mrs. Archie Dickson and Master Lawrence Dickson, who have been guests of Mrs. Henry Baird for several weeks, returned to St. John Monday.

Miss Sarah Pickett, Miss Ruth Pickett and Alfred and Charles Pickett returned on Saturday from Duck Cove, where they were visiting Mrs. Leo Bedell the past week.

Messrs. Charles Stevens, Lee Bedell and George Davis spent the week-end at Bear Brook Camp.

Mr. and Mrs. Thomas Bedell and family, who have been guests of Sher-tille and Mrs. Thibbitts, returned to their home in St. John on Monday.

Miss Benjamin Beveridge returned to Hinto on Monday after a visit with his family here. He was accompanied by Mrs. Beveridge and Miss Edith Beveridge, who will visit there on Sunday.

Mr. and Mrs. Charles Long and Mr. and Mrs. Wilson and family of Centerville are calling on friends here on Sunday.

Mrs. Julia Sutton and son, Tilton, returned on Sunday from a visit with relatives in Monticello, Me.

Miss Beulah Ebbett, Florenceville, and Mrs. Norman Hilliard of Eastport were guests of Mrs. Harold Alcorn on Wednesday. Mr. Stewart Henderson returned to Easton with them for a visit.

Miss Rachael Walker of Waltham, Mass., was the guest of her sister, Mrs. Stanley Ritchie, last week.

Mr. and Mrs. Norman Hilliard of Eastport were guests of Mrs. Harold Alcorn on Wednesday. Mr. Stewart Henderson returned to Easton with them for a visit.

Miss Rachael Walker of Waltham, Mass., was the guest of her sister, Mrs. Stanley Ritchie, last week.

Mr. and Mrs. Norman Hilliard of Eastport were guests of Mrs. Harold Alcorn on Wednesday. Mr. Stewart Henderson returned to Easton with them for a visit.

Miss Rachael Walker of Waltham, Mass., was the guest of her sister, Mrs. Stanley Ritchie, last week.

Mr. and Mrs. Norman Hilliard of Eastport were guests of Mrs. Harold Alcorn on Wednesday. Mr. Stewart Henderson returned to Easton with them for a visit.

Miss Rachael Walker of Waltham, Mass., was the guest of her sister, Mrs. Stanley Ritchie, last week.

Mr. and Mrs. Norman Hilliard of Eastport were guests of Mrs. Harold Alcorn on Wednesday. Mr. Stewart Henderson returned to Easton with them for a visit.

Miss Rachael Walker of Waltham, Mass., was the guest of her sister, Mrs. Stanley Ritchie, last week.

Mr. and Mrs. Norman Hilliard of Eastport were guests of Mrs. Harold Alcorn on Wednesday. Mr. Stewart Henderson returned to Easton with them for a visit.

Miss Rachael Walker of Waltham, Mass., was the guest of her sister, Mrs. Stanley Ritchie, last week.

Mr. and Mrs. Norman Hilliard of Eastport were guests of Mrs. Harold Alcorn on Wednesday. Mr. Stewart Henderson returned to Easton with them for a visit.

Miss Rachael Walker of Waltham, Mass., was the guest of her sister, Mrs. Stanley Ritchie, last week.

Mr. and Mrs. Norman Hilliard of Eastport were guests of Mrs. Harold Alcorn on Wednesday. Mr. Stewart Henderson returned to Easton with them for a visit.

Miss Rachael Walker of Waltham, Mass., was the guest of her sister, Mrs. Stanley Ritchie, last week.