# HOW WARSPITE SAVED WARRIOR IN HOT CORNER

## Chased Her Tail While Shells Flew Thick—Gifts from Grateful Crew Rejected — British Naval Officer Free from Posing—How Aviator Disposed of German Companion — Hues Lost Heavily in Jutland Battle — Ships were Overmanned.

By Alfred Noyes.

It was the battle-cruiser fleet that engaged and held the enemy during the battle of Jutland, and it was the battle-cruiser fleet that I had an opportunity of seeing, somewhere in the North.

On my way to it I passed the gray Castle of Edinburgh. A red-faced old soldier was still telling a crowd of tourists about the baby, "wrapped in cloth of gold," which was discovered a year or two ago in the wall of Queen Mary's chamber. But there were wounded soldiers quartered in one part of the castle now, and a horny Scottish regiment, with kilt and bonnet, preparing for the front in another part. The most romantic of cities was all astir, with history again in the making, and over the gray crosses, commemorating old battles, the "bold bugles, blowing points of war," rang from the ancient heights and echoed all down the Canongate to die away in the halls of Holyrood. All the color of a thousand years of war had come back like the life to the face of a tranced sleeper, and added a significance and a glamor to the new forms of power which I was about to see. Never did Britain seem so secure as in this fortress of a thousand memories; and the old gun that boomed the hour of noon from the ramparts seemed mightier than anything that Krupp could conceive.

Then came the most striking contrast that I have ever experienced. A smart crew of bluejackets brought a boat up to a quay, and very soon we were butting through gray waters toward a cluster of lean, gray craft, that looked at first as unimpressive as a lot of floating flatirons. Only they seemed to me made of lead, soft lead; and if there be any more lifeless, more corpselike, than this fighting color, I have never seen it.

### The Canada.

But they grew as we neared them, grey till the great guns of their turrets gave significance to their superstructure. The exquisite lines became organic and separted clearly from the gray chaos of water; then as the first great ship towered above us, massive as a fortress, sensitive as a stag, to every flicker or wink of a signal in all the circle of the horizon, I read her name. The meaning of those six letters under the brooding night of her guns—guns that could hurl a ton of metal for 20 miles—went through me like a trumpet call. It was the Canada. And one of her bluejackets was talking with two flags to a ship only a quarter of a mile away, whose name was Australia. And a little way beyond lay the New Zealand. Then I began faintly to understand once more the sources of majesty and the true glory of my country in the love of her free nations. This arrival of fleets and armies from the ends of the earth is a terrible answer to many propagandists. To turn away from intellectuals, who preach disloyalty in every department of life, to so simple and definite an act as this is like waking from a nightmare to a spring morning. If Armageddon teaches us once more the sheer glory and beauty of loyalty, which is the foundation of all honor, all law and all freedom on earth, the world will not have suffered in vain.

### No Scars of Battle.

A few minutes later we were aboard the Inflexible, and I began to learn a little more about the inside of a British man-of-war. She had her part in the Jutland battle, but showed no scars, except one small hole in a funnel, which was too small to be worth repairing, especially as it could be surrounded with a white ring and worn as a decoration.

The captain explained to me that the bridge—a mere framework of canvas—had no armored protection, because it was quite the safest place on the ship; for, "if you stand behind armor, you get killed by splinters; while on the bridge, unless they get a direct hit, the shell goes clean through without hurting you." It was the most pleasant philosophy for exposed positions that could be imagined, but he omitted all the real points of comparison. A junior officer looked at him reproachfully. "Well," the captain muttered to himself, almost sheepishly, as if caught in a lie, "perhaps one can exaggerate it."

### Free From Affectation.

There is no race of men in the world more free from every kind of affectation than the British naval officer. It is not only that they are free from every thought of "posing." They are free even from the thought that they ought to be free of it. It has never entered their heads. They are quite ready to tell you, with a roar of laughter, how so and so crouched like a cat, ready to jump, with his eye cocked at the first shell that went shining over them, and how he leaped to his feet, chuckling like a schoolboy, immediately afterward, to duck no more that day.

They have no truck at all with "heroics," but blow them away with wholesome laughter. No good man runs any risk of being frozen into a smirking statue in the British navy. I do not believe there is one officer in the fleet who could be caught in any single attitude that a press photographer would think "right." The men of the Warspite had an admirable opportunity, and, like Shakespeare, they lost it "for a quibble."

### Visited the Warspite.

I suppose that I must be regarded as an uncommonly black liar by any German sympathizer who reads this article—if any do—for his friends tell him that the Warspite is at the bottom of the sea, whereas I now tell him that, on leaving the Inflexible, I personally visited the Warspite, and saw her holes being patched, six weeks after the Jutland battle. She was even then ready for action again. It is true that she had taken on no less than eight German ships. One hole was about the size of a small church window, and she had many dents. But the real damage done was not great, and the spirits of her men were very great indeed. This is the way in which they tossed aside their crowns of heroism.

In the hottest part of the fight they had executed an extraordinary manoeuvre. The Warrior was being very badly mauled at the time, and the Warspite came between her and the enemy, taking all the punishment, paying as much back as she could, and slowly revolving like a great cat chasing its tail, all her guns coming into play in turn. The Warrior was saved, and every one aboard agreed that this manoeuvre of the Warspite was a new and remarkable one, deserving of much gratitude. Whereupon a deputation was sent to the Warspite bearing gifts—boxes of cigars and sundry bottles—that would in most cases arouse enthusiasm. "Take 'em, mates; you saved us," said the grateful emissaries. "Take 'em back, you blighters!" was the reply, roared through a gale of Homeric laughter. "Take 'em back! We didn't try to save you. We was chasing our own damned tail. 'Ow could we 'elp it? Our 'elm was jammed."

### Aviator Was Lonely.

The next to loom up out of the gray mists were the Lion and the Tiger, both ready for sea at any moment, as also were other ships reported by Berlin to be heavily damaged, but showing remarkably few traces, even when the scars were painted out by experts. Ship after ship we passed on our way to the much-desired cruiser where lunch awaited us. After lunch, as we watched a seaplane soaring overhead and looping the loop like a tumbler pigeon, a guest—a gentleman with a wife and family, too—implored that he might forthwith be taken up into the heavens for the same purpose. "And what would the Admiralty say to me if anything happened?" asked the captain. Followed a yarn of an English aviator, captured by the Germans, who was asked by his captors to take a German observer over one of our seas in his machine. At first he refused; but afterward, strapping himself in position, consented. The German was armed and bulky, but his straps were not to be depended on. Somewhere over the North Sea, in the dusk of that sunset, a trawler saw a remarkable sight. An English aviator was looping the loop, for sheer joy, apparently, somersault after somesault, like a tumbler pigeon. He kept it up for half an hour. Then a dark bulk dropped from the machine and splashed into the North Sea. Perhaps it was a German, with a revolver in each hand. At any rate, an English aviator arrived on the East Coast an hour or two later, and he complained of feeling lonely.

It was obvious, in talking to the officers and men of the battle-cruiser fleet, that they were brimming with satisfaction over the result of the Jutland battle. I asked them about those curious sentences in the Jellicoe report describing a heavy explosion felt by all the battlecruiser fleet simultaneously at dusk, after the enemy had withdrawn. The nearest German ship at the time was at least five miles away, and the explosion must have been a terrific one, for six of our cruisers imagined that they themselves had struck a mine. Perhaps, when "military reasons" permit, we shall have some explanations from Berlin. Our own naval officers have their views on the matter, though they have not embodied them in any official report. They are content with the ascertained German losses, which absolutely and relatively, in the number of ships and the tonnage also are definitely proved to be considerably greater than our own. Further than that they will not go; and the simple reason for the German press victory is that, no matter how great a value our officials and newspaper at home may have placed upon publicity, our men at sea never bothered their heads about it. What can be done with men like those of the Warspite? It is not that they feel superior to it. They are content with realities, and they simply do not care about the rest.

The Jutland battle has been described as our greatest naval victory since Trafalgar, but it is far more than that. The whole scale of our warfare has altered. At Trafalgar we lost 480 men in a fight that extended over two days. At Jutland we lost over 6000 men in three hours. And the Germans lost far more heavily even than their losses in ships would justify, for they had put to sea with double guns' crews and they were overmanned. So said those who knew what they were talking about on the British battle-cruiser fleet.

But as for painting the newspapers red on the morrow of a grim reality like this, what can you expect of seamen who behave with complete disregard of the proprieties? In the very hottest moment of this most stupendous battle in all history, two grimy stokers' heads arose for a breath of fresh air. What domestic drama they were discussing the world may never know. But the words that were actually heard passing between them, while the shells whined overhead, were these:

"What I ses is, 'e ought to 'ave married 'er."

What can the press do, what can Germany do with men so indecently unheroic?

### Speech Is Impotent.

To understand it, you must go down to the grim engine rooms, where the complications of machinery—if you try to think them out—will give you brain fever. Or you must go into one of the great turrets with the gun crews—as I did—and watch them loading those monstrous machines with shells that weigh a ton and can be thrown for 20 miles. You must watch them in that narrow space, walled in with steel, so narrow that it seems impossible for flesh and blood to stand the mere concussion of the huge discharge; a narrow space of details so compact and minute that men must sit on bicycle saddles while they are battering down an empire. Then you will understand it is as impossible for these men to be emotionally "quick on the trigger" as it would be to use one of their guns for a pocket pistol, or for the British Empire to lose its "calm" and move with the rapidity of Mexican raiders. But—this does not mean that a pocket pistol has any superiority over a battleship, even though the battleship takes an hour and a half to get up steam. Nor does it mean that these men are insensible to the great significance of their calling. These are things of which they do not speak, because they know that speech is impotent.

And as we passed the Canada, the New Zealand and the Australia—great ships so near together from dominions so far apart—and I saw the long lines stretching out on every side, all ready for action, I suddenly realized another thing—that even this was not the British fleet.

### The Might of Empire.

One veil had been lifted for me when I saw those marvellous armed auxiliaries, a few score of their thousands, patrolling our coasts. Another veil had been lifted today on this gigantic host, which had encountered and beaten the whole might of the German navy. But there was yet another veil which had not been lifted, the veil of mist that shrouds the Grand Fleet of England, those "far off storm-beaten ships," thrones of the might of the whole Empire, watching and waiting in the gray north by Scapa Flow. Then I understood why the German fleet, brave as it has proved itself, veiled its own eyes from the splendor of the fifth act in this Titanic drama: and I understood also, once and for all, why our sailors talk of other things.

Occasionally, however, there are powers that try to speak for them; and as we returned by a great new dock which was to be consecreated to the cause of liberty on the following Sunday, we heard a ship's band in the distance practicing the hymn for the occasion. The music floated out over the gray waters:

"O God, our help in ages past"..

Men looked away from each other, and not to the ships where the signals were flashing. Canada was talking to Australia again and Australia to New Zealand.

"A thousand ages in Thy sight
Are like an evening gone"....

It was all the past of England speaking from the days of Shakespeare, all the little gray spires and towers of her russet-roofed hamlets, all the dead of "this dear, dear land, this blessed spot, this realm, this earth, this England." The men did not sing. They have no talent in opera. They did not even speak. But I knew how they would fight.


## When Cutting Teeth

**Babies are Subject to**

## DIARRHOEA.

When the baby starts to cut its teeth, then is the time that the poor mother is under the stress of great anxiety. For some reason or other the bowels become loose, and diarrhoea, dysentery, colic, cramps and many other bowel complaints occur; the gums become swollen, cankers form in the mouth, and in many cases the child wastes to a shadow.

When the child gets into this condition the bowels must be looked after very closely, and for this purpose we know of nothing that can equal Dr. Fowler's Extract of Wild Strawberry.

This sterling remedy has been used for teething children, for over seventy years, by thousands of Canadian mothers who will swear by its efficacy.

Mrs. R. J. Waldruff, South River, Ont., writes: "Two years ago my little girl had diarrhoea while cutting her teeth. She got thin and very weak. I had tried different remedies, but all to very little good. A friend recommended Dr. Fowler's Extract of Wild Strawberry, so I procured a bottle at once, and after she had taken a few doses I could see a change, and by the time she had taken half the bottle she was cured. I think every home should keep it on hand."

The genuine "Dr. Fowler's" is manufactured only by The T. Milburn Co., Limited, Toronto, Ont. Price 35c.


# SHIPPING NEWS

## MINIATURE ALMANAC.

(The time given is Atlantic Standard, one hour slower than present local time.)

**September Phases of the Moon.**

First quarter, 5th .... 0h 26m a.m.
Full moon, 11th .... 4h 30m p.m.
Last quarter 19th .... 1h 35m a.m.
New moon, 27th .... 3h 34m a.m.

| Date | D. of W. | Sun Rises. | Sun Sets. | H. Water a.m. | H. Water p.m. | L. Water a.m. | L. Water p.m. |
|---|---|---|---|---|---|---|---|
| 25 | M | 6.19 | 6.11 | 10.18 | 23.11 | 4.18 | 16.35 |
| 26 | T | 6.20 | 6.09 | 10.55 | 23.49 | 4.55 | 17.12 |
| 27 | W | 6.21 | 6.07 | 11.31 | 12.07 | 531 | 17.48 |

### PORT OF ST. JOHN, N. B.

Arrived Saturday, Sept. 23.

Steamer Governor Cobb, Boston via Maine ports, A. C. Currie.

### BRITISH PORTS.

Liverpool, Sept. 20.—Sld stmr Sagamore, Boston.

### FOREIGN PORTS.

Boston, Sept. 21.—Ard schr M. J. Taylor, Turks Island, B. W. I.

Sld Sept. 21, schrs Odell, Bangor; Little Ruth, Seal Island, N. S.; Edward Trevoy, Mount Desert.

Calais, Sept. 21.—Ard schr Lizzie Lane, New York.

New York, Sept. 21.—Ard scurs Chas. H. Klinck, Long Cove; Melissa Trask, Bangor; Spartel, Calais; Fannie and Fay, Machias.

Sld Sept. 21, stmr Lapland, Liverpool via Halifax; schrs Centennial, south Amboy for Lubec; Mary Ann Kirby, New York for Bridgeport; Irene E. Meservery, Port Reading for Castine.

Vineyard Haven, Sept. 21.—Ard schrs Abenaki, South Amboy for Hallowell; Samuel Hart, New York for Rockland; Seth W. Smith, Elizabethport for St. John.

Sld Sept. 21, schr George H. Adams, Halifax.

Bangor, Sept. 21.—Ard schrs Florence and Lillian and W. D. Mangum, Boston.

Stockton, Sept. 20.—Ard schr Charles L. Jeffreys, to load lumber.

Sld Sept. 20, schr B. I. Hazard, New York.

Gloucester, Sept. 20.—Ard schr James L. Maloy, Boston for Bangor.

### RECENT CHARTERS.

Schooner Childe Harold, Axim to New York, with mahogany, p. t.; Dan, steamer Gallia, 1183 tons (previously) Quebec to Liverpool or Manchester, deals, 290s., Sept.; Nor. steamer Skrymer, 880 tons (previously), Miramichi to Liverpool or Manchester, deals, 290s., Sept; steamer, 900 standards, same to W. Britain or E. Ireland, 290s., Sept.; steamer, 700 standards, Gulf to W. Britain or E. Ireland, timber, 510s., Sept.

### WILL BE LAUNCHED SOON.

Capt. T. K. Bentley expects to launch the new tern schooner he is building at West Advocate about the first of October. She will be about 495 tons register and will load in that vicinity for across.

### CERTIFICATE SUSPENDED.

A decision suspending the certificate of the master of the steamer Matatua, Capt. J. S. MacFie, for three months has been given by the wreck commissioners. The investigation was held at Halifax into the circumstances connected with the grounding on July 27, of the Matatua in St. Mary's Bay, Newfoundland. The vessel is now in dry dock at Halifax for survey. The Matatua met with disaster in St. John harbor in February last.

### THE CREW SAVED.

Newport News, Va., Sept. 23.—The first mate and three seamen of the Nova Scotian bark Minola, told of the total loss of that vessel on the Jamaican coast during a terrific storm several weeks ago on their arrival here last night on the British steamer Tagus.

The crew was saved but the ship was a total loss.

### NOTICE TO MARINERS.

Portland, Sept. 20, 1916.

Somes Sound Approach, Southwest Harbor to Somes Sound, Me.

Clark Point Light reported extinguished September 16, will be relighted as soon as practicable.


**THIS CATARRH REMEDY RELIEVES QUICKLY, CURES THOROUGHLY.**

The cause of Catarrh is a germ. It multiplies in the lining of the nose and throat, spreads to the bronchial tubes and finally reaches the lungs. A Cough Syrup can't follow to the lungs—it goes to the stomach and fails to cure. Catarrhozone is inhaled. It goes everywhere—gets right after the germs—kills them—heals the soreness—stops discharges and hacking—cures every trace of Catarrh. You're absolutely certain of the cure for Catarrh, throat irritation, colds and bronchitis, if you use Catarrhozone. The dollar outfit is guaranteed to cure, costs $1.00; smaller sizes, 25c. and 50c., at all dealers.

**MANILLA CORDAGE**

Galvanized and Black Steel Wire Rope, Oakum, Pitch, Tar, Oils, Paints, Flags, Tackle Blocks, and Motor Boat Supplies.

Gurney Ranges and Stoves and Tinware.

J. S. SPLANE & CO.
19 Water St.

# HENNESSY BRANDY

## Should Be In Every Home

NO one can foresee illness or accident. But everyone can be prepared for just such emergencies. Protect those under your care by buying today a bottle of Hennessy Brandy.

When life and death "are trembling in the balance", a small weight will turn the scale to life — if you have the right weight.

HENNESSY Brandy is a life-saver. Don't ask merely for "brandy." Order by name—"HENNESSY"—the genuine brandy that has obtained the French Government white certificate of absolute purity.

GILLESPIES & CO., MONTREAL, AGENTS FOR CANADA

## TRANSPORTATION ADVERTISING

R.M.S.P.

FORTNIGHTLY SAILINGS BY Twin-Screw Mail Steamers FROM ST. JOHN (N.B.) & HALIFAX (N.S.) TO THE WEST INDIES

Excellent Accommodation for 1st, 2nd and 3rd Class Passengers. Special Facilities for Tourists.

NEXT SAILING FROM Halifax direct— RMSP Chaleur, Oct. 6, '16. St. John via Halifax— RMSP Chignecto, Oct. 5, '16

APPLY TO The Royal Mail Steam Packet Co., 57-59, Granville St., HALIFAX (N.S.) OR TO St. John (N.B.) to Wm. Thomson & Co. Agents.

CANADIAN PACIFIC

EXCURSIONS From St. John

$15.30 MONTREAL and RET.

TICKETS ON SALE September 21st, 22nd and 23rd Ret. October 9th. September 28th, 29th and 30th Ret. October 16th.

$10.50 BOSTON and RET.

TICKETS ON SALE September 16th to October 14th. Good for Thirty Days.

M. G. Murphy, D.P.A., C.P.R., St. John, N. B.

DONALDSON LINE

Glasgow Passenger-Freight Service.

From Glasgow. From Montreal.
Sept. 12 CASSANDRA Sept. 28th
Sept. 30 ATHENIA Oct. 17th

For information apply local agents or The Robert Reford Co., Limited, General Agents, 162 Prince William Street, St. John.

Canadian Pacific
ST. JOHN-DIGBY SERVICE
C. P. R. S. S. "Empress"

Leaves St. John Daily except Sunday, 7.15 a. m. Atlantic. Return same day.

Day Excursions and Week-End Tickets Issued Wed. and Sat., $2.25.

Table D'Hote Service.
Breakfast 50 cts. Lunch 75 cts. Afternoon Tea, 25 cts.

SHORTEST ROUTE TO HALIFAX.

M. G. MURPHY, D. P. A., C. P. R., St. John, N. B.

CANADIAN GOVERNMENT RAILWAYS

Round Trip Tickets will be sold

$15.30 ST. JOHN TO MONTREAL

Good Going Sept. 28, 29, 30
Returning to Oct. 16, 1916

All tickets must be validated at Montreal before commencing the return journey.

**Eastern Steamship Lines.**

All-the-Way by Water.

INTERNATIONAL LINE.
Steamships "Calvin Austin" and "Governor Cobb"

Leave St. John Mondays, Wednesdays and Fridays at 9 a. m. for Eastport, Lubec, Portland and Boston.

Return—Leave Central Wharf, Boston, Mondays, Wednesdays and Fridays at 9 a. m. for Portland, Eastport, Lubec and St. John. (Atlantic Standard time governs departure of steamers from St. John.)

MAINE STEAMSHIP LINE.
Direct between Portland and New York

Steamships North Land and North Star. Leave Franklin Wharf, Portland, Tuesdays, Thursdays and Saturdays, at 6.30 p. m.

Return—Leave New York, Pier 19, North River, same days at 5 p. m.

METROPOLITAN LINE.
Direct Service Between Boston and New York, 13 1-2 Hours.
Route via Cape Cod Canal.

Express Steel Steamships Massachusetts and Bunker Hill. Leave North Side India Wharf, Boston, week days and Sundays at 6 p. m. Same service returning from Pier 18, North River, foot of Murray St., New York City.

City Ticket Office, 47 King street. A. C. CURRIE, Agent, St. John, N. B. A. E. FIEMMING, T. F. & P. A. St. John, N. B.

TRAVELLING?

Passage Tickets By All Ocean Steamship Lines.

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

Eastern Steamship Lines

FALL EXCURSIONS
INTERNATIONAL LINE
LOW FARES
ST. JOHN to PORTLAND AND BOSTON

Round Trip Fares Sept. 11 to Oct. 13. Return limit 30 days.

Portland - $6.50
Boston - $7.00

Tickets and staterooms at City Ticket Office, 47 King St., also at Wharf Ticket Office.

ST. JOHN - FREDERICTON
STEAMER HAMPSTEAD

Will leave old May Queen wharf at 8.30 a. m. (St. John time) on Tuesday, Thursday and Saturday for Fredericton and intermediate ports.

JOSEPH WILLIAMS, Managing Owner. 'Phone M 2701

**Crystal Stream Steamship Co.**

St. John-Fredericton Route.

The Stmr. D. J. PURDY will sail from North End for Fredericton and intermediate points every Monday, Wednesday and Friday at 8.30 a.m., returning alternate days, leaving Fredericton 7 a. m.

The "D. J. Purdy" and "Majestic" can be chartered at any time for Excursions and Picnics.

By special arrangement with the C. P. R. passengers may go to Fredericton on the Stmr. D. J. Purdy and return by train same or following day, rate $2.50, stopover rate $3.00, also effective good for return until Oct. 31st. This arrangement also applies in reverse direction.

St. John-Washademoak Route.

The Steamer "MAJESTIC" will sail from North End for Cole's Island and intermediate points every Tuesday, Thursday, and Saturday at 10 a.m.; returning alternate days, leaving Cole's Island at 6 a. m.

D. J. PURDY, Manager. Warehouse No. 304.

**The Maritime Steamship Co., Limited.**

On March 3, 1916, and until further notice the S.S. Connors 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, 2851. Mgr. 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.

**Majestic Steamship Company.**

The steamer Champlain will leave Public Wharf, North End, on Tuesday, Thursday and Saturday at twelve o'clock, noon, for Hatfield's Point and intermediate landings. Returning alternate days due in St. John at 1 o'clock.

R. S. ORCHARD, Manager.

**FURNESS LINE.**

From London — Steamer. — From St. John
.....Sachem .. .. .. Sept. 26
Sept. 16.....Rappahannock .. Oct. 4
Oct. 2.....Kanawha .. .. Oct. 18

WILLIAM THOMSON & CO. Agents, St. John, N. B.

**MANCHESTER LINE.**

From Manchester. — From St. John
Sept. 2 Manchester Exchange* Sept. 16

Steamers marked * take cargo for Philadelphia.

WM. THOMSON & CO., LTD. Agents, St. John, N. B.

CHANGE OF TIME.

**GRAND MANAN S. S. CO.**

Season 1916—Grand Manan Route.

On and after June 1st and until further notice the Steamer "Grand Manan" will run as follows:

Leave Grand Manan Monday at 7.00 a.m. for St. John via Campobello and Wilson's Beach. Arrive at St. John at 2.30 p. m.

Returning leave Turnbull's Wharf, Tuesdays at 10.00 a. m. for Grand Manan via Wilson's Beach and Campobello. Arrive Grand Manan 5.00 p. m.

Leave Grand Manan, Wednesdays, at 7.00 a. m. for St. Stephen via Campobello and St. Andrews.

Returning leave St. Stephen, Thursdays at 7.00 a. m., for Grand Manan via St. Andrews and Campobello.

Leave Grand Manan, Fridays at 6.30 a. m., for St. John direct. Arrive at St. John 11 a. m.

Returning leave St. John at 2.30 p. m. for Grand Manan direct. Arrive at Grand Manan 7.00 p. m. same day.

Leave Grand Manan for St. Andrews Saturdays at 7.00 a. m. via Campobello. Arrive at St. Andrews at 11.00 a. m.

Returning leave St. Andrews at 1.30 p. m. same day, via Campobello.

Atlantic Standard time.

SCOTT D. GUPTILL, Manager, Grand Manan.