

All the Latest News and Comment from the World of Finance

YESTERDAY'S SESSION UNMARKED BY FEATURE OF SPECIAL INTEREST

Domestic news favorable, Government's report on Cotton showing conditions above average of the past decade—Foreign Exchange somewhat steadier.

New York, July 1.—Features of special interest were altogether lacking in today's stock market, which bore the usual anti-holiday aspect in its dullness and irregularity. So far as factor, foreign conditions exercised an unfavorable influence, the sinking of the steamship Armanian, with further loss of American lives, causing renewed apprehension regarding relations between this country and Germany.

Domestic news was mostly favorable including the government's report on cotton, which showed a condition slightly above the average of the past decade. Crop news from the north-west was more reassuring, and advices from Pittsburgh and other industrial centres reported a steady increase in the output of steel and iron.

Almost half the day's trading centered about four stocks—United States Steel, American Can, Miami Copper and U. S. Rubber, in the order named. Interest attached to the movement in Rubber because it was expected that the directors would act on the common dividend soon after the close of the market. Rubber receded slightly soon after the opening, then rose two and a half over yesterday's close, later



WE MUST ALL "HELP WILSON."

losing its advance. Miami Copper made a substantial gain in response to its increased dividend and American Can rose smartly after its erratic course of the morning. Steel was steady when not firm, some of the early transactions being in large lots.

Total sales of stocks amounted to 257,000 shares.

Railroad shares of the high grade class moved within very narrow limits, when at all, and other investment issues were equally apathetic. These some issues were decidedly lower abroad, London prices showing losses of a point for the Harriman and Pennsylvania, while Canadian Pacific was down 2-5-8. Europe was again a seller here, chiefly of bonds, liquidation of these securities aggregating about \$20,000,000.

Foreign exchange was a trifle more steady, mainly because of an absence of offerings. In fact, rates on Rome and Petrograd were merely nominal. London exchange on Paris moved to an unprecedented rate, pressing for shipments of gold from Paris to the British metropolis.

The general bond list was heavy on moderate trading. Total sales, par value, were \$2,490,000.

United States bonds were unchanged on call.

STOCK QUOTATIONS ON N.Y. EXCHANGE

(McDougall & Cowans)	Open	High	Low	Close
Amal Cop	74 1/2	74 3/4	74 1/2	74 3/4
Am Beet Suk	48	48 1/2	47 1/2	48 1/2
Am Car Fy	54 1/2	54 3/4	54	54 1/2
Am Loco	49	49 1/2	48 1/2	49 1/2
Am Smelt	78 1/2	79 1/2	78 1/2	79 1/2
Anacosta	35 1/2	36	35 1/2	35 3/4
Am Tel	120 1/2	120 3/4	120	120 1/2
Atchafson	100 1/2	100 3/4	100 1/2	100 3/4
Am Can	45 1/2	46 1/2	44 1/2	46
Bull and O Co	76 1/2	76 3/4	76 1/2	76 3/4
Brook Rap Tr	88 1/2	88 3/4	88	88 1/2
C P I	31	31 1/2	30 1/2	31 1/2
Ches and Ohio	35 1/2	35 3/4	35 1/2	35 3/4
Cons Gas	125 1/2	125 3/4	125 1/2	125 3/4
Can Pac	142 1/2	142 3/4	142 1/2	142 3/4
Eric Com	26 1/2	26 3/4	26 1/2	26 3/4
Gr Nor Pfd	118 1/2	118 3/4	118 1/2	118 3/4
Lehigh Val	142 1/2	142 3/4	142 1/2	142 3/4
Miss Pac	67 1/2	67 3/4	67 1/2	67 3/4
NY NH and H	64 1/2	64 3/4	64 1/2	64 3/4
N Y Cent	88 1/2	88 3/4	88 1/2	88 3/4
Nor and West	102 1/2	102 3/4	102 1/2	102 3/4
Nor Pac	106 1/2	106 3/4	106 1/2	106 3/4
Penn	105 1/2	105 3/4	105 1/2	105 3/4
Press Sll Car	47 1/2	47 3/4	47 1/2	47 3/4
Reading Com	147 1/2	147 3/4	147 1/2	147 3/4
Rep Steel	29	29 1/2	29	29 1/2
Sou Pac	87 1/2	87 3/4	87 1/2	87 3/4
Sou Ry Com	15 1/2	15 3/4	15 1/2	15 3/4
U S Steel	127 1/2	127 3/4	127 1/2	127 3/4
U S Steel Pfd	109 1/2	109 3/4	109 1/2	109 3/4
U S Rub Com	51 1/2	51 3/4	51 1/2	51 3/4
Westing Elec	97 1/2	97 3/4	97 1/2	97 3/4

CLOSING LETTER OF N.Y. MARKET BY E. & C. RANDOLPH

New York, July 1.—The market has been very dull during the greater part of the session and price changes have been unimportant. The measures being taken by the Lackawanna Coal Co. to conform to the decision of the Supreme Court requiring a severance of the relations between that company and the Lackawanna Railroad show that the connection between the two companies was very close, and suggests that but for that fact, a different kind of decision might have been rendered. The two companies share the same offices, an official of the road was president of the coal company and a couple of other members of the Lackawanna board were also directors of the coal concern. Hereafter the companies will have separate offices, there will be no interlocking directorates and by these changes and certain others of comparatively little importance it is expected that the relations between the two companies can be brought into conformity with the courts' interpretation of the law. It is probably because it was realized from the start that compliance with the decision would be a comparatively easy matter that the market did not decline when the court decided the case. Sales, 252,193. Bonds, \$2,507,000.

RAILWAYS. CANADIAN PACIFIC

PANAMA-PACIFIC EXPOSITION SAN FRANCISCO

Tickets on Sale to November 30th. Limit Three Months.

\$115.70

From St. John, N. B. Going and Returning via Chicago.

Going via Chicago and Returning via Vancouver, or vice versa, \$17.50 additional.

W. B. HOWARD, D. P. A., C. P. R. ST. JOHN, N. B.

CANADIAN GOVERNMENT RAILWAYS INTERCOLONIAL PRINCE EDWARD ISLAND RY

OCEAN LIMITED (Daily).

Departs Halifax 8 a. m. Connection from St. John 11:20 a. m., daily except Sunday.

Departs Moncton 2:25 p. m. Arrives Montreal 8:05 a. m. following day.

MARITIME EXPRESS (Daily except Sunday).

Departs Halifax 3 p. m.

Departs St. John 6:10 p. m.

Arrives Montreal 6:30 p. m. following day.

Panama Pacific Exposition, San Francisco. For latest information regarding fares, routes, time tables, etc., consult City Ticket Agent.

World's Shipping News

MINIATURE ALMANAC.	
July—Phases of the Moon.	
Last quarter	4th 11h 34m p. m.
New moon	12th 5h 31m p. m.
First quarter	19th 5h 0m a. m.
Full moon	26th 8h 11m p. m.

Date	D. of W.	Sun Rises	Sun Sets	Daylight
1	F	4:46	8:10	3:24
2	S	4:47	8:09	3:22
3	T	4:48	8:08	3:20
4	W	4:49	8:07	3:18
5	T	4:50	8:06	3:16
6	F	4:51	8:05	3:14
7	S	4:52	8:04	3:12
8	T	4:53	8:03	3:10

PRODUCE PRICES ON MONTREAL MARKET

(McDougall & Cowans)	High	Low	Close
July	108 1/2	106 1/2	107 1/2
Sept	102 1/2	101 1/2	102 1/2
Dec	106 1/2	105	105 1/2

(McDougall & Cowans)	High	Low	Close
July	74 1/2	73 1/2	74 1/2
Sept	72 1/2	71 1/2	72 1/2
Dec	64 1/2	63 1/2	64 1/2

NEW YORK COTTON MARKET SALES

	High	Low	Close
Jan.	10.15	10.04	10.04
Mar.	10.28	10.20	10.20
July	10.32	10.52	10.50
Oct.	9.39	9.35	9.30
Dec.	9.88	9.74	9.74

POTATO RAISING IN NEW BRUNSWICK

During the past two years officials of the Department of Agriculture in this province have been pointing out to the potato growers the unwise policy of devoting such a large acreage to potatoes.

It has been clearly shown that, with the large increased acreage, with an average crop, the experiences of this year, when so many of our farmers have grown potatoes at a great loss, will be often repeated. The only chance of obtaining a profit in potato growing is when the crop is a failure in one or more of the provinces. The acreage of last year should be reduced by at least one-half. Then there would be always a reasonably good market at a reasonable price.

It is interesting to note that the same view is being taken by the officials of the Department of Agriculture in the State of Maine. In a bulletin recently issued by the Commissioner of Agriculture for that state, he says:

"Gamblers in wheat, corn, cotton or stocks may win for a period, but experience and history prove that a large majority lose heavily in the long run. It is a substantial fact that, when the potato area of the country produces a normal crop in all the potato states, the production is so great that they are worth but very little. If there is a failure in some parts to make higher prices in others, hence, it might be said that Nature herself gambles in potato growing. When a farmer plants potatoes at a larger expense to himself than he can finance, he is not only losing, but he is certainly gambling because this often happens, and he has no right to hazard his financial standing in such a way.

The potato crop is the only crop the farmer can raise of which it can be truly said that at times, the more he raises the worse off he is. In face of such conditions as these, it might be further said that a farmer has no moral right, for the sake of his family and his own financial honor, to put himself in jeopardy by planting potatoes beyond his means, and take the chances of a failure somewhere else in some other state, or where some other farmer has lost, that it might turn to his gain. Nor do we lose sight of the fact that climatic conditions, soil, fertilizer, etc., bring a much larger yield per acre of potatoes in Maine than any other eastern state. When the time comes that there will be government supervision in raising our potato crop, the Maine framers must be given great preference, for conditions here are naturally loyal to this crop. The time will probably come when our state will grow as many potatoes within its boundary as is now grown some years in the entire country. Until some system and control is established, we are likely to lose enormously many years under present irregular conditions."

Every statement made by the Commissioner of Agriculture for Maine in this bulletin bears out in every particular the statements which the Secretary for Agriculture for this province has made through the press and which he emphasized at the convention of the Farmers and Dairymen's association, held at Fredericton last winter, and should have the careful consideration of all our farmers.

Paul F. Blanchet
 CHARTERED ACCOUNTANT
 Telephone Connection
 St. John - and - Rothesay

ROBERT CARTER
 CHARTERED ACCOUNTANT
 Auditor and Liquidator
 Business Systematized
 Cost Systems Installed
 McCurdy Building, Halifax.

W. Simms Lee, F. C. A.
 Chartered Accountant
 and Auditor.
 Queen Building HALIFAX, N.S.
 Box 723

LONDON GUARANTEE AND ACCIDENT CO. Ltd.
 Assets in England \$551,660
 Reserve 197,880
 Assets in Canada 445,134.79
 Automobile Insurance; Fire Policy; Employees Liability; Contractors' Insurance; Accident Sickness and Guarantee.
 CHAS. A. MACDONALD & SON, Provincial Agents.

FIRE INSURANCE
 We represent first-class British, Canadian and American tariff offices with combined assets of over One Hundred and Sixty Million Dollars
C. E. L. JARVIS & SONS, 74 Prince Wm. St.

THOMAS BELL & CO., St. John, N. B.
 PUGSLEY BUILDING, 48 PRINCE STREET
 Lumber and General Brokers
 SPRUCE, HEMLOCK, BIRCH, SOUTHERN PINE, OAK, CYPRESS, SPRUCE PILING AND CREOSOTED PILING.

Western Assurance Co.
 INCORPORATED 1851.
 Assets, \$3,213,438.28
R. W. W. FRINK - BRANCH MANAGER
 ST. JOHN, N. B.

QUALITY
 Accounts for the increasing popularity of
BROWN'S FOUR CROWN SCOTCH WHISKY
 The finest product of any distillery.
 Sold throughout Canada.
FOSTER & COMPANY,
 ST. JOHN
 Agents for New Brunswick

STEAMSHIPS.
R.M.S.P.
 FORTNIGHTLY SAILINGS
 ST. JOHN (N.B.) and HALIFAX (N.S.)
West Indies
 Excellent Accommodation for 1st, 2nd and 3rd Class Passengers.
 Special Facilities for Tourists.
 Next Sailing—
R.M.S.P. "Chaleur"
 July 4, 1915.
 WM. THOMSON & CO. Agents - St. John, N. B.

Crystal Stream Steamship Co.
 ST. JOHN-FREDERICTON ROUTE
 The steamer 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 7:30 a. m.
 The "D. J. Purdy" and "Majestic" can be chartered at any time for Excursions and Picnics.
ST. JOHN-WASHBEMOAK 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.

Eastern Steamship Lines.
 INTERNATIONAL LINE.
 Steamships Calvin Austin, Gov. Dingley and Gov. Cobb.
 Coastwise—Leave St. John, Mon., Wed., and Fri. at 9 a. m. for Lubec, Eastport, Portland and Boston. Return leave Central Wharf, Boston, Mon., Wed., and Fri. at 9 a. m. for Portland, Eastport, Lubec and St. John.
 Direct—Leave St. John, Tues., Fri. and Sat. at 7 p. m. Return leave Central Wharf, Boston, Mon., Thurs. and Sun. at 10:00 a. m.

METROPOLITAN LINE
 Steamships Massachusetts and Bunker Hill.
 Leave North Side of India Wharf, Boston, every day at 5 p. m., due New York at 8 a. m. Same service returning.
MAINE STEAMSHIP LINE.
 Steamships North Land and North Star.
 Leave Franklin Wharf, Portland, Tues., Thurs. and Sat. at 6:30 p. m., also Mon. at 10:30 a. m. for New York. Same service returning.
 City Ticket Office, 41 King Street.
 A. C. CURRIE, Agent, St. John, N. B.
 A. E. FLEMING, T. F. & P. A., St. John, N. B.

MANCHESTER LINE
 From Manchester to St. John
 From St. John to Manchester
 June 6—Manchester Miller—June 19
 June 19—Man. Exchange—July 3
 These steamers take cargo to Philadelphia.
WILLIAM THOMSON & CO.
 Agents, St. John, N. B.

FURNESS LINE
 From London to St. John
 From St. John to London
 June 11—Catinio June 30
 July 1—Messina July 17
 July 10—Appoline July 28
WM. THOMSON & CO. Agents.

Your summer holiday
 through the Maritime Provinces
 Write or call for descriptive folders.
 "Abegweit," "Bras d'Or Lakes," "La Bale de Chaleur."
GEO. CARVILL, City Ticket Agent.
 Royal Hotel Block.

STEAMSHIPS.
The Steamer Victoria
 Will leave St. John (Old Main Quay wharf) every Tuesday, Thursday and Saturday at 8:30 a. m. for Fredericton; will leave Fredericton every Monday, Wednesday and Friday at 7:30 a. m. S.P.C.A.—Saturday by Monday excursion return trip on Victoria only, one fare to any point on river.
THE VICTORIA S. S. CO. LTD.,
 Warehouse H. G. Harrison, Manager.
 Phone No. 2680.

Majestic Steamship Co.
 Steamer Champlain
 On and after June 5th stmr. Champlain will leave Public Wharf, St. John, on Tuesday and Thursday at twelve o'clock noon, and Saturday at 2 p. m. for Hatfield's Point and intermediate landings. Returning on alternate days at 1 p. m.
 No freight received after 1:30 p. m. on Saturdays.
R. S. ORCHARD, Manager.

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, 1:30 a. m. for St. Andrews, calling at Dipper Harbor, Beaver Harbor, Black's Harbor, Back Bay or Letete, Deer Island, Red Store, St. George. Returning leave St. Andrews Tuesday for St. John, calling at Letete or Back Bay, Black's Harbor, Beaver Harbor and Dipper Harbor, tide and weather permitting.
AGENT—Thorne Wharf and Warehouse Co., St. John, N. B.
 Phone 2551. 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.

GRAND MANAN STEAMSHIP CO.
 Atlantic Standard Time.
 After June 1st, 1915, and until further notice the steamer Grand Manan will leave Grand Manan Monday 7 a. m. for St. John, arriving 2:30 p. m. Returning leave Turnbull's Wharf, Tuesday 10 a. m. for Grand Manan, both ways via Campobello, Eastport and Wilson's Beach.
 Leave Grand Manan Wednesday 7 a. m. for St. Stephen. Returning leave St. Stephen Thursday 7 a. m. for Grand Manan, both ways via Campobello and Eastport.
LAWTON C. GUPPILL, Mgr.

DONALDSON LINE
 Montreal to Glasgow
 S.S. "Athena," July 20
 S.S. "Cassandra," July 30
 (Dates subject to change).
 Passage rates on application.

The Robert Reford Co., Ltd
 Agents, St. John, N. B.

PORT OF ST. JOHN.

Arrived Wednesday, June 30.
 Bark Sydney (Nor) 2:01. Liverpool John E. Moore & Co. to load deals.
 Bark Virgo, Trans-Atlantic port (to load deals).
 Steamer Nevada, Sydney, Coal, R. P. & W. F. Starr.
 Schooner Wilena Gertrude, Pratt, Parshboro for trans-Atlantic port (in harbor).
 Schooners N. V. B. Chase, New York; F. C. Pendleton, New York, and Francis W. Sawyer, New York, coal laden.
 Arrived Thursday, July 1.
 Tug Standard with bark S. O. 124, New York, oil.
 Steamer Gov. Dingley, Boston via Maine ports, A. C. Currie.

DOMESTIC PORTS.

Hawkesbury, June 28—Sld schrs. Marion N. Cobb, Summerside; R. J. Sterling, Chatham.
 Yarmouth, June 28—Arrd stmr. Abina, Theriault, Doucet, New York, coal, to L. E. Baker & Co. The Theriault after discharging cargo here will proceed to Bridgewater to load lumber for New York.
 Halifax, June 29—Arrd ship Terpsichore, Limerick; schr Glyndon, New York.
 Bathurst, June 28—Arrd stmr. Saza, Shultz, Manchester, E.
BRITISH.
 Tuskar, June 27—Passed stmr. Duart, O'Sullivan, Montreal for—
 Cardiff, June 26—Sld stmr Thorndal (Nor), Pedersen, Quebec.
 Lizard, June 27—Passed stmr Brooklyn, Maughan, Montreal for—
 29th stmr Troutpool, Rowe, Montreal for—
 Manchester, June 26—Arrd stmr Rolf (Dan), Reese, Campbellton, N. B.; 28th stmr Ella Sayer, Doughty, Chatham, N. B.
 Sld June 26, stmr Manchester Sphar, Couch, Montreal; Setedal (Nor), Standford, Lewisport.
 Barry, June 24—Arrd schr Parisian Baker Newport News.
 Barry Island, June 27—Passed stmr Sorland (Nor), Holman, Kings Cove, Nfld., for Cardiff.
 Belfast, June 26—Arrd stmr Laly (Nor), Mikkelsen, Chatham, N. B.
 Inshtrahull, June 27—Passed stmr Neelbing, Stinson, Montreal via Sydney, C. B. for—

FOREIGN PORTS.

Saunderstown, June 28—Arrd schr Sarah and Lucy, Nova Scotia.
 Boston, June 28—Arrd stmr Rowland, Liverpool.
 Portland, June 28—Arrd stmr Port Colborne, Steeves, Chatham, N. B.; Port Dalhousie, Taylor Chatham; schr W. H. Waters, Boston for St. John; schr By Pelopoeus, with bark S. T. Co., No. 2, St. John, N. B.
 Vineyard Haven, June 28—Arrd schrs Samuel B. Hubbard, New York; Empress, do; P. G. French, New Haven.

MARINE NOTES.

Mariners all along the coast will be well pleased that at last the much desired harbor of refuge at Cape Sable Head has been found to be an accomplished fact. For more than 50 years shipping interests have been endeavoring to get the government to build a breakwater there, and have finally succeeded. The breakwater is to be 40 feet deep and can afford shelter to a large fleet of vessels.—Portland Argus.

TO ANSWER DISTRESS CALLS.

For the purpose of increasing the efficiency of the lighthouse tenders, radio transmitters and receiving tubes designed for installation on the different boats are being supplied to the Bureau of Lighthouses by the Bureau of Standards. These equipments have many new and special features particularly desirable for the purposes intended. Equipped with radio, these boats, of which there are several on each coast, will be able to answer distress calls and undoubtedly render much assistance. On the start two boats will be given a wireless outfit, one on the Atlantic coast and one on the Pacific. The one on this coast to be this equipped has not yet been selected, but undoubtedly before the Hibiscus and the other first class boats will be supplied.—Portland Argus.

HER THIRD NAME.

The Norwegian four-masted bark Sydneya, 2201 tons, arrived in port Wednesday at noon from Liverpool to load deals for John E. Moore. When first launched that bark was "German," and named Ulrich, and on being sold to Norwegians she was given the name of Nordaas; having been sold the second time she now bears the name Sydneya.

A LARGE TUG.

The Standard Oil Company Tug Standard arrived in port yesterday morning from New York, having in tow large 124 which has on board a cargo of oil for the Imperial Oil Company. The tug Standard was docked at Reed's Point wharf. She is a large boat and attracted a great deal of attention yesterday.

WAS SEIZED BY BRITISH.

The full-rigged ship Terpsichore, formerly owned by a German firm and now used by Great Britain, having been seized at an Irish port when she broke out has arrived at Halifax from Limerick to load deals for England. The Terpsichore has been chartered by the British Admiralty for this trade. As she was in a British port when war broke out and was there seized she could not be condemned in the prize court, and, by the Hague Convention is returned to her original owners at the end of the war, unless other arrangement is made. In the meantime she is being put to good use in British commerce. Her present master is Captain Jones, who says that his voyage across the

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POWER CLUB

The St. John Power Club has its annual run on the Point. The weather was perfect and the racing was very interesting. There were over 1000 spectators on the Point and the start was very close. The club has a large number of members and is very active.

100 yards dash—Kenna 2nd. 50 yards dash—F. W. Tap 2nd. 100 yards free—1st J. McKenna. Sack races—F. Kenna 2nd. Potato race—Coleman 2nd. The following water sports: Tender race—most 2nd. Six horse polo—Course, Belyea, Point and back 2nd. Board race—L. 2nd. Bang and Go. Keonick 2nd. Match race—B. 2nd. All the events were well attended and amusement.

After the race Gerow presented the members of the club with a large amount of refreshment. The following informal reception of Gerow was held, and was a very pleasant one. Stanley McNeil, Rear Commodore, had charge of the evening.

The baseball team had plenty of action, especially in Hamlet. The game was very close and one game in five was won. The game at the Hampton S. Norton Woodpecker for ten dollars. The game was very interesting and the score was 15 to 12. Fluke of the day when in the fifth inning Bennett, Tremblay, and Fleming for the Station team. The High School team won the game.

At Hampton Station nine and ten played a game for dollars a side and the game was very interesting. The game at the Station was very close and the score was 15 to 12. Fluke of the day when in the fifth inning Bennett, Tremblay, and Fleming for the Station team. The High School team won the game.

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