THE LATEST SHIPPING NEWS AND ANNOUNCEMENTS

MARINE NOTES OF THE WORLD

SIGNAL SERVICE BULLETIN.

(Issued by Authority of the Department of Marine and Fisheries.)

St. John, Dec. 24—3 p. m.—

Sable Island, 380—10.30 a. m., Grampian abeam.

Halifax, 267—British steamer Manchester Corporation arrived 9 a. m., from Manchester.

Brier Island, 1—6Raining, strong southeast.

Point Lepreau, 22—Raining, gale east.

Partridge Island—Cloudy, strong east.

10 a. m.—

Cape Race, 720—1.25 a. m., Dominion 220 miles east, outward. 5 p. m., Dec. 23rd, Virginian 320 miles east, bound west.

Sable Island, 380—6.30 a. m., Grampian 65 miles east, bound St. John.

Brier Island, 61—Raining, gale southeast.

Point Lepreau, 22—Raining, gale southeast.

Partridge Island—Snowing, strong east. 7 a. m., Corinthian 30 miles distant.

LOST RUDDER.

Eureka, Cal., Dec. 22.—Stmr Katherine, bound out to San Francisco, struck on the bar, lost rudder and returned to effect repairs.

Marcus Hook, Pa., Dec. 24.—A channel is being dug to tug Tormentor, before reported ashore on a bank below Claymont, Del.

Philadelphia, Dec. 24.—Stmr Brooklet (Br), from Algeria, reports lost anchor and 40 fathoms of chain while stranded on Hen and Chickens Shoal (as before reported); vessel is apparently undamaged.

DANGERS TO NAVIGATION.

(Reported to the Hydrographic Office.)

New York, Dec. 24—Stmr Cestrian (Br), reports Dec. 11, lat 29 42 N, lon 69 W, passed a red painted buoy.

An iceberg was reported off Point Amour on Dec. 13 and 16; two large bergs off Belle Isle on Dec. 16 and 17, and light sheet ice at L'Islet on Dec. 16.

Stmr Sachem (Br), reports Dec. 2, lat 47 50, lon 47 26, passed a moderate sized iceberg.

Key West, Fla., Dec. 22.—The following wireless message from the str Excelsior was received at the government station here this afternoon:—"Dec. 21 passed wreck in lat. 26 15 N, lon 85 55 W."

STMRS IN PORT .. ....t&n m .. Grampian, Wm. Thomson & Co.

SOLD FOR JUNK.

Boston, Dec. 24.—The wreck of stmr Templemore (Br), was sold to Thomas Butler & Co. for about $20,000 and will be broken up for junk.

PROCEEDED TO SEA.

Jacksonville, Dec. 24.—Str Onondaga (previously reported aground in the river), floated after lightering 500 tons of cargo; will reload cargo and proceed to sea without holding survey.

TOWED INTO PORT.

Newport, R. I., Dec. 24.—Stmr Winifred, which broke her propeller shaft off Block Island yesterday and was towed into port by the revenue cutter Gresham, was today towed to the government coaling station at Melville to discharge her cargo of oil. She will be towed to New York tomorrow to go on dry docks for repairs.

MINIATURE ALMANAC.

December—Phases of the Moon.
First quarter, 5th ....10h. 59 m.
Full moon, 13th.. .. ..11h. 0m.
Last quarter, 20th.. .. .. 12h. 16m.
New moon, 27th.... .. .. 10h. 59m.

D. of W.	Sun Rises.	Sun Sets.	H. Water a. m.	H. Water p. m.	L. Water a. m.	L. Water p. m.
26 F	8.09	4.43	10.22	22.51	4.16	16.32
17 Sat	8.10	4.43	11.12	23.41	5.10	17.41
28 S	8.10	4.49	....	12.01	6.00	18.26

VESSELS IN PORT.

Steamers.

Montrose, 5402, C. P. R.
Bray Head, 1,959, Wm. Thomson & Co.
Frankrig, Wm. Thomson & Co.

Schooners.

Chas. C. Lester, 266, A. W. Adams.
Calabria, 451, J. Splane, laid up.
Cora May, 117, N. C. Scott.
E. M. Roberts, 295, R. C. Elkin.
Elma, 299, A. W. Adams.
Hattie H. Barbour, 266, A W Adams.
Harry W Lewis, 297, J W Smith.
Helen G. King, 126, A. W. Adams.
Hunter, 187, D. J. Purdy.
Helen Montague, 344, R. C. Elkin.
Isiah K Stetson, J W Smith.
J. Arthur Lord, 189, A. W. Adams.
J. S. Lampry, 250, C. M. Kerrison.
Lucille, 164, Master.
Margaret May Riley, 241, A W Adams.
Nellie Eaton, 99, A W Adams.
Orizimbo, 121, A W Adams.
Scotia Queen, 108, A. W. Adams.
Sallie E Ludlow, D J Purdy.

PORT OF ST. JOHN.

Arrived Thursday, Dec. 25th.

Stmr Clothilde Cuneo, New York, J. T. Knight & Co.

Stmr Grampian, Liverpool, Wm. Thomson & Co.

Floored.

A crabbed old misogynist said to Ethel Barrymore at a dinner in Bar Harbor:

"Woman! Feminism! Suffrage! Bah! Why, there isn't a woman alive who wouldn't rather be beautiful than intelligent."

"That's because," said Miss Barrymore, calmly, "so many men are stupid while so few are blind."—New York Tribune.

REIGN OF TERROR IN VENEZUELA'S RUBBER PLANTATION

NATIVES OF THE RUBBER COLLECTING REGIONS.

One hundred and seventy-three murders have been committed in the last few months in the rubber colony of the Territori de Amazona, in Venezuela, where slaughter, slavery and lawlessness are accompaniments of a reign of terror. Details of the frightful killings have been brought to Manaos by refugees who have just arrived in a motor launch. They confirm the story of terrible atrocities told by an American, Michael J. Gilleran, who was twice ordered to be shot and who escaped after a perilous two hundred mile trip in a canoe down the Rio Negro River.

According to the refugees a rebel force, under General Gonzales, dominates the rubber colony, and it is charged that the General orders shot every person he suspects is not in sympathy with him. Women and girls of tender age were among the victims of his orders. Complaint has been made to President Gomez, it is reported, but no force has been sent to punish the rebels.

THREE DAYS AT THE MERCY OF THE SEA WITHOUT FOOD OR DRINK

Captain and Mate Stick to Vessel and Refuse Aid.

FINALLY RESCUED BY C.P.R. STEAMER

Capt. Roberts, of Brig Evelyn, Meets First Accident in Thirty-five Years--Displays Rare Courage.

Montreal, Dec. 23—A thrilling story of the sea, of great privation and of quiet heroism, has just reached Montreal from Bristol, when the C. P. R. liner Monmouth, from Montreal, docked at Avonmouth, having on board Captain Roberts, Mate Jones and Ordinary Seaman Schafer (a German) of the brig Evelyn of Portmadoc, Carnarvon, which was lost in mid-Atlantic. The wreck of the sailing craft and the rescue of her crew were first known by a brief message received at Browhead by Marconigraph. When the Monmouth arrived at Avonmouth a press representative, through the courtesy of Captain O'Reilly, R. N. R., the liner's commander, was enabled to obtain full details of the disaster which overtook the sailing vessel, and the all-timely rescue of the part of her crew referred to in the wireless message.

"On the bridge deck," writes the pressman, "I was introduced by Captain O'Reilly to Captain Roberts of the Evelyn. A typical master-mariner, he gave one the impression from his appearance and his manner that he had had many years experience of long sea voyages; and the impression was more than confirmed when he mentioned that for thirty-four years he had sailed in the Evelyn. She was practically the last of the old brigs, and there was a touch of sadness in the skipper's tone as he referred to the loss of his old charge. His story was to the effect that he left Beverton, Newfoundalnd, on November 4th. "We had very bad weather from the start, and on the 7th a big sea struck my ship and filled her up, right to the cabin floor. The wind was terrific and everything, after that sea, went before it.

Fury of The Gale

"The sails were torn away, and the yards were wrenched down. There was a big swell running from the north west, but I tried, with my crew, to make the best of matters, and believed we should be able to keep her afloat. However, the weather became worse if anything, and the tremendous seas which broke on us made our position increasingly difficult and serious. So bad did it become that we flew signals of distress, and kept a look-out for a passing steamer. My cargo consisted of 260 barrels of oil and a quantity of guano. The barrels broke loose and floated, and with the continual rolling these smashed the bulkheads and the rush of water from the hold worked havoc on the ship. When the steamer Inverclyde came in answer to our signals of distress three of my men jumped overboard and were taken aboard that steamer which then proceeded. I did not feel that I could leave my ship then without a further struggle to save her, but after the steamer had gone we had a most awful time. The mate and I had to stick to the pumps, and work for all we were worth. The cargo commenced floating into the cabin, and the smashing of the barrels, as the rolling of the ship in the swell sent them from one side to the other, and the water which persistently rushed from the hold, spoiled what drinking water we had with us. As a result, we were without water or anything to drink for over three days. Our boats had gone overboard, the forecastle was wept away, and the remaining members of the crew had to live, or exist—aft. We had enough bread and butter, but we commenced to suffer terribly from thirst. And all the time the vessel was drifting, being quite out of control, although we tried to set a sail or two repeatedly. We saw one steamer some miles off, and tried to attract her attention, but she evidently could not see us, and we began to wonder if we should see another. Then, on the 30th, in the afternoon, we saw the smoke of another vessel. I put up the "N. I." signal, and to our great joy we saw the steamer alter her course, and come towards us. She asked us what was the matter. I replied that we had no boats, and asked that they should send us a lifeboat."

At this part of the story the old captain spoke with a partly suppressed vehemence and enthusiasm, and his eyes shone with admiration and appreciation. "The answer came," he said, " as quickly as I am telling you. A boat was put out and pulled to us, and after a big tussle with the swell came close enough for us to be taken off. The first thing I noticed in that boat, as did my two men, was a bottle of water. It was what we wanted more than anything else in the world.

"Well, there is little more to tell of that part of our experiences. We were taken aboard the Monmouth, and brought here, and since we came aboard we have been treated magnificently. The splendid behaviour of Captain O'Reilly and his officers and crew will never be forgotten, and we shall never be able to repay him for all he has done for our comfort."

Captain Roberts told me that although he has sailed in the Evelyn for thirty-four years, and would have completed his thirty-fifth year next February, and was, previous to that, for nine years in the sailing ship Constance, he had never until this year known what it was to have an accident of any kind.

SLEEPY LORD NORTH.

Many stories are told of Lord North's somnolence when in the House of Commons. Here is one from the biography by Mr. Richard Lucas just published:

He was blessed or afflicted with the infinite capacity for sleep, which is supposed to be an hereditary attribute of the House of Cavendish. He was usually asleep on the Treasury Bench. Burke was once driven to interrupt his own speech with an exclamation of hope that the government was not dead, but asleep, like Lazarus. Another member demanding North's impeachment and execution, protested against the Minister's slumber. North asked why he should be denied the solace allowed to every criminal on the eve of execution, adding, as an afterthought, that the speaker who had sent him to sleep had least right to complain. Once he caught out Burke uttering a false quantity, in a quotation. He muttered a correction and slept again. "Even now," cried a speaker, "when voices of warning and protestation are raised against him, the noble lord is asleep." North was heard to murmur, "I wish to God I was."

Concerning Advice

(New Orleans Picayune)

The man who is smart enough to recognize good advice when he hears it is generally smart enough to make up his own advice in the first place.

CANADIAN BANK OF COMMERCE REPORTS SUCCESSFUL YEAR

In common with the majority of Banks reporting for 1912 the Canadian Bank of Commerce has issued the best Report in its history. The Report shows that net profits for the year increased from $2,811,000 in 1912 to $2,992,000 in 1913 which with the balance brought forward from Profit and Loss amounting to $771,000 makes $3,764,000 available for distribution. This has been apportioned as follows:

Dividend Disbursements at the regular rate of 10 p. c. with two Bonuses of 1 p. c. each absorb $1,800,000.

Bank Premises account took $500,000, Officers' Pension Fund took $80,000, while $1,000,000 was transferred to the Rest Account leaving a balance to be carried forward of $384,000.

Not only were the shareholders well taken care of during the year, but they will be specially interested in seeing that the Bank has a very large proportion of its assets in a quickly available form. Dominion Notes and Bullion held by the Bank amounts to $30,415,000, an increase of $3,000,000 over the previous year's holdings. Other quickly available assets in the form of notes and cheques on other Banks call loans and Government and Municipal Securities bring the total up to $97,300,000 or over 42 p. c. of the Bank's total liabilities to the public. The total assets of the Bank now stand at $260,030,000 as compared with $246,571,000 for the previous year. Deposits show a slight falling off, but this is accounted for by the fact that there were extraordinary demands for funds throughout the year.

The public, both at home and abroad, will find satisfaction in a perusal of the Report as it indicates that the business retrenchment proclaimed in money quarters as prevailing in Canada has not existed to any material extent. The Report of the Bank of Commerce shows no evidence of a period of financial stringency, the excellent crop in the West undoubtedly being a favorable factor in relieving the situation in so far as Canada was concerned.

NOTED MEXICAN FEDERAL GENERAL

GENERAL JOAQUIN MAAS.

General Joaquin Maas is in command of the Mexican federal troops which are stationed at Tampico.

LESSONS IN CUTTING THE XMAS TREE

Forestry Commission in States may Start Educational Campaign as a Protective Measure.

Boston, Dec. 24.—The cutitng of millions of Christmas trees in the New England States during the past three years has not been a serious menace to the forestry interests, according to government officials. In several sections some inujry has been done, but in others the forests have been benefited. The New Hampshire State forestry commission reports that 1,000,000 trees for the Christmas trade were cut in that State in the last three years; 240,000 in 1910, 360,000 in 1911 and 400,000 in 1912. This year about 350,000 were cut in New Hampshire. These trees had to compete in the city markets with heavy shipments from Quebec, New Brunswick, Nova Scotia and Maine.

The New Hampshire commission states that the trees can be cut in such a way as to benefit instead of menace the forest growth, and it proposes to conduct an educational campaign to that end.

Yarmouth, N. S., is looming up as a live competitor with Boston, Gloucester and Lunenburg in the fish trade. Since the passage of the Democratic tariff much New England capital has gone to provincial ports, and to avoid certain unfavorable features of the Canadian fishing regulations a number of American vessels will probably abandon their United States registry and fly the flag of Great Britain. Several American vessels and a dozen Nova Scotia schooners are now using Yarmouth as a fish depot. Yarmouth is one of the largest lobster centres in the world and an increased trade is expected next month.

The Rev. Dr. Andrew Gray, formerly of Sussex and well known in St. John, has resigned as rector of St. Mark's Episcopal Church, Danville, Ill., in order to complete the terms of union between his church and the Church of the Holy Trinity in that place. In accepting the rector's resignation the vestry of St. Mark's placed on record the fact that "Dr. Gray during his ministry in Danville has endeared himself to his parishioners on account of his self-sacrifice and his devotion to the welfare of his parish," and that in his retirement "St. Mark's Church has lost a rector of high standing, profound knowledge and untiring energy in the discharge of his duties."

The Rev. Dr. Edgar Jones, a native of Fogo, N. H., has become rector of St. Thomas' Episcopal Church, Somerville, to succeed the Rev. A. H. Kennedy, now in Manitoba. Dr. Jones was formerly archdeacon under Bishop Jones of Newfoundland.

The Rev. William Herbert Dewart, a native of Canada, has been appointed rector of Christ Episcopal Church (the old North Church) on Salem street, Boston. This church figured in colonial and revolutionary history. From its tower the Middlesex County farmers were warned of the approach of the British in 1775.

The following deaths are announced in East Weymouth: William J. Teed, formerly of St. John; in Charlestown, Dec. 17, Mrs. Elizabeth Harrison, wife of Edward F. Harrison, formerly of St. John; in Hyde Park, Dec. 22, Jeremiah Deagle, formerly of Prince Edward Island; in Ashmont, Dec. 17, George W. Ougler, aged 60 years, formerly of New Brunswick.

EASY ENCONOMY.

Apropos of the 50 cent increase in the price of coal, Miss Evangeline Booth, of the Salvation Army, said at the New York headquarters:

"And this increase, of course will bear heardest on the poor. The poor, buying their coal by the bucket or by the quarter-ton, will pay this increase a dozen times over. And the rich, buying their coal by the carload, will dodge by means of discounts the increase altogether.

"There was a lot of truth in the remark of the poor, harassed, East Side housewife whose husband complained:

"'I wish you would be more economical, Mary. Look at the boss' wife how economical she is!"

"'Yes,' Mary replied, 'it's easy enough for the boss' wife to be economical. She's got plenty to be economical with!'"

Sorry He Spoke.

Hub (on street)—That gentleman who just went by was saying to the lady with him, "I can't afford it."

Wife—Huh! I'll guarantee it's some thing his wife wants, not something he wants himself.

For Sale

The Schooner CALABRIA, of 451 Tons Register, and Schooner ORIOLE of 124 Tons Register, Enquire of

J. SPLANE & CO.,

Don't Spoil the Soup — Use

Five Roses Flour

LAKE OF THE WOODS MILLING COMPANY, LIMITED, QUEBEC.

STEAMSHIPS.

RED CROSS LINE

Fast direct weekly freight service between

New York and St. John, N. B.

S. S. "Clothilde Cuneo"

Sailing from New York every Monday, taking freight for St. John and interior points.

Sailing from St. John every Friday, taking freight for New York, Havana, Brazil and all points south.

For rates and space, apply to

BOWRING & CO., 17 Battery Place, New York or

J. T. KNIGHT & CO.

Magee Block, St. John.

ELDER-DEMSTER LINE

South African Service.

Proposed Sailings.

S.S. Falls of Nith .... ..January 20
S.S. Kaduna, ...February 20
S.S. Benguela, ...March 20
S.S. Beniu.. .. ..April 20

For Cape Town, Port Elizabeth, East London, Durban and Delago Bay. Cold storage accommodation on each vessel. Accommodation for a few cabin passengers. For freight and passenger rates and full particulars, apply to

J. T. KNIGHT & CO., Agents

ST. JOHN, N. B.

DONALDSON LINE

GLASGOW AND ST. JOHN

Leave Glasgow.		Leave St. John.
Nov. 22	S. S. Letitia	Dec. 11
Nov. 29	S. S. Saturnia	Dec. 18
Dec. 6	S. S. Ontarian	
Dec. 20	S. S. Lakonia	Jan. 10

One Class Cabin Passage, $47.50; Third Class, $31.25.

THE ROBERT REFORD CO., Limited
St. John, N. B.

Eastern Steamship Corporation

International Line.
CHANGE IN SCHEDULE
WINTER FARES.

St. John to Portland $4.00
St. John to Boston 4.50
Staterooms 1.00

Leave St. John at 9 a. m. Wednesday for Eastport, Lubec, Portland and Boston. Saturdays leave St. John 7.00 p. m. for Boston direct. Returning leave Central Wharf, Boston, Mondays, 9 a. m., Portland 5 p. m., for Lubec, Eastport and St. John. Fridays leave Boston 9.00 a. m. for Eastport, Lubec and St. John. Maine Steamship Line: Direct Service to New York—Leaves Portland, Franklin Wharf, Tues., Thurs., and Sat., 6.00 p. m.

Fare $3.00 each way.

City Ticket Office, 47 King Street.

L. R. THOMPSON, T. F. & P. A.
A. E. FLEMING, Agent, St. John, N. B.

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, 7.30 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 Warehousing 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.

NOTICE TO MARINERS

Notice is hereby given that the dredge 'Lecorfield" sank at her moorings, entrance to new dredge track Courtenay Bay, in about fourteen feet of water and now lies on her side awash about three feet low tide.

A can buoy, painted green, has been moored by the government of Canada, in four fathoms of water, and marks the south end of dredge.

Latitude 45 14' 45"
Longitude 66 2' 20"
From buoy Red Head bears east.
From Buoy Breakwater Light bears west by south three-fourths south, Partridge Island south west one-half west.

GEORGE H. FLOOD,
Agent, Dept. Marine and Fisheries.
St. John, N. B.,
Dec. 23rd, 1913.

NOTICE TO MARINERS

The outer, automatic gas and whistling buoy, off Halifax harbor, is reported not burning. It will be relighted soon as possible.

C. H. HARVEY,
Agent, Dept. Marine and Fisheries.
Halifax, N. S.

RAILWAYS.

CANADIAN PACIFIC

CHRISTMAS AND NEW YEAR EXCURSIONS

The Canadian Pacific Railway will issue round trip tickets as follows:

General Public—Local Business.

TERRITORY—Between all Stations on Can. Pac. Rly., Atlantic Division. From Atlantic Division Stations to Stations on Can. Pac. Ry., Eastern Division, to and including Montreal. RATE—Lowest one-way first-class fare. Good going December 24th and 25th, 1913, good to return Dec. 26th, 1913; Also Dec. 31st, 1913, and Jan. 1st, 1914. Good to return Jan. 2nd, 1914.

General Public—Through Business.

TERRITORY—To all Stations on Can. Pac. Rly., Port Arthur, Ont.; Sault Ste Marie, Mich.; Detroit, Mich. RATES—Lowest one-way first-class fare. December 24th, 25th, 1913, good for return until December 26th, 1913; also on December 31st, 1913 and Jan. 1st, 1914, good for return until January 2nd, 1914.

Lowest First-Class One-Way Fare and One-Third.

December 22nd, 23rd, 24th and 25th; also Dec. 29th, 30th, 31st, 1913, and January 1st, 1914, return limit January 3rd, 1914.

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

INTERCOLONIAL RAILWAY

Will Sell Round Trip Tickets for

XMAS and NEW YEAR

FIRST-CLASS ONE WAY FARE

Going Dec. 24, 25. Returning Dec., 26, 1913.

Going Dec. 31, Jan. 1, 1914. Returning Jan. 2, 1914.

FIRST-CLASS ONE WAY FARE AND ONE THIRD.

Between all Stations (except locally between Quebec, Levis and Montreal.)

Going Dec. 22, 23, 24. 25. Returning Jan. 3rd, 1914.

Going Dec. 29, 30, 31, Jan. 1st. Returning Jan. 3rd, 1914.

From all Stations on the Canadian Government Railways to Points beyond Montreal,

Going Dec. 22, 23, 24, 25. Returning Dec. 27th, 1913.

Going Dec. 29, 30, 31, and Jan. 1st. Returning Jan. 3rd, 1914.

George Carvill, City Ticket Agent, 3 King Street.

STEAMSHIPS.

ALLAN LINE
ROYAL MAIL STEAMSHIPS

TO LIVERPOOL.

From
Wed. 24 Dec.—Corsican ..Halifax
Wed. 31 Dec.—Grampian, St. John
Sat. 3 Jan.—Virginian, St. John
Wed. 7 Jan.—Scandinavian, Halifax

TO HAVRE & LONDON.

Thur., 1 Jan.—Corinthian, St. John

TO GLASGOW.

Wed 24 Dec.—Scotian .... Boston
Sat. 3 Jan.—Pretorian .. Portland
Thur. 8 Jan.—Sicilian, Boston.
Thur. 15 Jan.—Ionian, Portland.

*One Class (II) Cabin Steamers.

For rates and full particulars apply

WM. THOMSON & CO., City, or
H. & A. ALLAN, General Agents, 2 St. Peter Street, Montreal.

HEAD LINE

ST JOHN TO DUBLIN.

S. S. Bray Head, ... Dec. 20.
S. S. Glenarm Head, ... Jan. 10.

ST. JOHN TO BELFAST.

S. S. Inishowen Head, ... Dec. 22.
S. S. Bengore Head, ... Jan. 20.

Dates subject to change.

For space and rates apply

WM. THOMSON & CO., AGENTS.

MANCHESTER LINE

From Manchester		From St. John.
Oct. 11	Manchester Spinner ..	Oct. 25
Oct. 25	Manchester Exchange	Nov. 10
Nov. 8	Manchester Inventor,	Nov. 22
Nov. 15	Manchester Port	Dec. 6
Nov. 22	Manchester Commerce	
Nov. 29	Manchester Importer	Dec. 20
Dec. 6	Manchester Shipper ..	

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