WORLD OF FINANCE

CAUTION MANIFEST; MORE CONFIDENCE

Boston, Sept. 20—There are said to be unmistakable evidences that some lines of business have taken a turn for the better. The following are illustrative of conditions which are now prevailing in three widely diversified lines.

The head of a large shoe manufacturing concern says: "Business with us is decidedly better than it was a month or even two weeks ago. We are now running about 9,000 pairs per day and expect very shortly to be up to 10,000. Our normal output is about 12,000 pairs per day, so that although we still have room for further increase, the improvement over conditions under which we were recently operating is decidedly encouraging.

"We have just sent out our salesmen with the new spring samples, but it is yet too early to get a line on the situation as a result of their orders and observations. Another hopeful sign is that collections have improved and money is being offered more freely by note brokers. A day or two ago we were asked to take a considerable block of money at seven per cent., the lowest rate quoted since the war commenced."

The manager of a large company which manufactures machinery says: "Ordinarily we have about six months' orders ahead. A short time ago we were down to not more than a month, but since then we have booked enough business so that we now have at least three months' orders on hand. Collections are also improving and are almost normal. We feel decidedly encouraged over the outlook."

A manufacturer of specialties for one of the large mail order houses says: "The turn in the tide seems to have come. Several months ago one of the largest mail order houses in the country was constantly writing us to delay deliveries from one to three months. Now the reverse is the case, and almost every mail brings instructions to move shipments forward. Our collections have taken a decided jump during the past week. The business outlook certainly seems much better than it did a month ago."

R. G. Dun & Co's Weekly Review of Trade says:

"Hesitancy in entering upon new commitments continues and a spirit of caution is everywhere manifest, yet the confident feeling in business circles is maintained. Sentiment is strengthened by developments in the financial situation, a favorable impression being created by the further improvement in foreign exchange and the action taken with a view to meeting maturing obligations abroad.

"Stimulus has been imparted to retail demands by the end of the vacation season and lower temperatures have accelerated the distribution of wearing apparel and other fall merchandise.

"Continued strength appears in woolens and worsteds and the output is as most manufacturers are well supplied for the present.

"The situation in footwear is considered satisfactory, New England plants being fairly well employed, while advices from the South are noticeably more encouraging. The higher prices of leather restrict new demands.

"Curtailment of output is also noted in iron and steel, operations now being at the rate of about fifty to sixty per cent. of capacity. Inquiries from foreign sources continue, but actual sales are small.

"Failures in the United States are 384, against 282 the corresponding week last year. Failures in Canada number fifty-five, against twenty last year."

GENERAL SITUATION MUCH IMPROVED

New York, Sept. 20.—One of New York's most prominent bankers expresses the following view of the situation:—"The break in the foreign exchange market is the most important thing that has yet occurred in the financial world, indicating the improvement in conditions from the difficult situation produced by the outbreak of the war. There is now a big rift in the clouds, and I would not be surprised if conditions improved rapidly.

"General business situation has held up wonderfully. Manufacturing and commercial interests had been operating on a very conservative basis, and when the shock of war came they were able to withstand it. There were fewer difficulties than we could have expected."

"Big demand for New York City notes was a pleasant surprise, and as a result of the sales to out of town investors, a considerable amount of money will be attracted to New York. The situation here, so far as banks are concerned, is still not entirely comfortable, because the New York institutions were forced to supply the gold shipped to Europe.

"In order that banks outside of New York might assume part of the burden heretofore borne here, I favor a formation of the proposed gold pool.

"Some interior banks are beginning to recognize the justice of New York's contentions that they should carry part of the burden. One local bank has just received $200,000 gold from an interior correspondent with a letter of appreciation for what New York banks have done in meeting the crisis.

"Of late we have begun to receive gold in moderate quantities.

"We still owe a large amount to Europe, and I hope it will be larger before it is smaller. We should endeavor to induce them to lend us more money, rather than pay off what we owe them."

PRODUCE PRICES IN CANADIAN CENTRES

Montreal, Sept. 21—CORN—American No. 2 yellow, 88 @ 89.

OATS—Canadian western, No. 2, 61 @ 62; No. 3, 60 @ 61.

FLOUR—Manitoba spring wheat patents, firsts, $6.70; seconds, $6.20; strong bakers, $6.00; winter patents, choice, $6.50; straight rollers, $6.00; bags $3.15.

MILLFEED—Bran, $25; Shorts, $27 Middlings, $30; Moullie, $30 @ $34.

HAY—No. 2, per ton car lots, $18 and $19.

POTATOES—Per bag, car lots, 70 @ 72½.

SHOE PRICES WILL LIKELY ADVANCE

The Leather Situation in Boston—Growing Scarcity of raw materials—Use of fabrics becoming more general.

Boston, Sept. 20.—It is not surprising if the shoe trade is finding it difficult to know its exact status. Dealers, certainly, are becoming doubtful of the future, and are uncertain what to do. Even the manufacturers are advising moderation in movements.

It is thoroughly understood that present conditions, which will be duplicated in the future, show that the growing scarcity of raw materials must increase the cost of leather, and ultimately increase the retail price of shoes. Already values of such goods have been advanced in some cases from 5 cents to 25 cents a pair.

"After us the Deluge" seems to be the situation of the shoe manufacturers, so far as raw materials are concerned. Some of the essential materials are becoming scarce, and the vanishing point is not far away, after which no price will be able to secure them. Substitutes must be used, and while a large supply of imported fabrics suitable for tops is believed to be held by the shoe manufacturers, there is a limit even to such material. American materials and substitutes for leather now have their opportunity.

Plenty of Shoes Now.

It is estimated that the supply of shoes of all kinds in this country is ample for a considerable time, and if the goods are not exactly what the public desire the emergency is sufficient to repress fastidiousness. Indeed, any one may best be satisfied and thankful that any suitable shoes are available. Dealers are recognizing this condition, and are not increasing their stocks too fast, and clearanse and bargain sales are not considered good business at this time.

More than ever before the necessity of cattle conservation is being impressed on the American people, particularly if they desire to continue to have calf-leather shoes. For all general wear the calf-leather shoe is the most desirable, but if the slaughter of young calves continues the supply of adult cattle will be eliminated. The European war is also reducing the supply of calf-skins, as it is estimated that eighty per cent. of the calf-skins used in this country are imported, and this supply being cut off the premium on calf-skin leather is evident.

The inevitable result, following the increasing value of the leather, is the reduction of calf leather to the 20 per cent. of the supply produced locally, and the value will be prohibitive, except to those of unlimited means; for it is estimated by the trade that an increase of 10 cents a foot in the value of calf leather will mean an increase of 30 cents a pair in men's boots. That the supply of calf leather will continue at the minimum for some time is very probable, hence the increased cost of calf-leather boots and shoes for an indefinite period.

Now is the Time for Fabrics.

Shoe manufacturers are adopting various kinds of fabrics for shoe uppers, and giving more attention to the material and design, that it will be a satisfactory substitute for leather, both in durability and appearance. Much originality is being shown in the designs of fabrics adopted, and it is evident that beauty is to be used as a power to influence the purchase of such shoes, on the attempt to popularize this substitute. Some fabrics produced, it is stated, are capable of receiving a polish, and are as durable as leather.

One of the results of the European war which is of advantage to the domestic trade is the diversion of the sale of glazed kid from foreign buyers to America, and as the supply of ordinary leathers is so limited a larger quantity of this glazed kid is being made up into footwear for the domestic market. The value of this material is but little changed, except in a few grades, where prices are perhaps one cent a foot higher. The shoe produced from this glazed kid is considered durable and good appearing, and as it can be sold at a reasonable market price, it should prove popular.

Leather Unchanged.

No change is noted in the leather market, and the only change probable for some time will be advances in values. Hemlock sole moves quietly, as high prices prevent many transactions. Union is in constant demand; oak backs are in limited supply; belting stock is standing firm at 55 cents.

The call for upper stock is principally for what will substitute for calf, so such selections are commanding good prices, but the movement is limited.

Calf leather is selling for just what dealers ask. Lightweight stock that a few weeks ago was worth 24 cents now commands 30. Business is moderate.

Patent colt is held at advancing prices, and stocks decrease as values ascend. Patent side and kid is not so strong, but values are firm with a good demand.

Rough leather is in moderate request, and supplies are limited. Values are unchanged.

Glazed kid is in demand and prices are firm. Low grades are selling readily and the better grades are feeling the stimulus.

PORT NELSON WORK IS GOING ALONG NICELY

Big dredge at work in channel and harbor plant will be ready when Railway reaches there.

Special to The Standard.

Ottawa, Sept. 21.—Mr. W. A. Bowden, chief engineer of the Department of Railways and Canals, has just returned from inspecting the harbor works at Port Nelson. He reports that the work is progressing rapidly and the big dredge Port Nelson which was built in Toronto is busily at work on the channel. All the supplies for this year and the early part of next year have been brought in and the health of the camp is excellent.

Mr. Bowden states that the harbor plant will be a ready by the time the Hudson Bay Railway reaches Port Nelson. He went in and came out by boat, seeing considerable ice on the inward trip but meeting none on the return.

MORE ADO ABOUT CARDEN'S INTERVIEW ON MEXICAN AFFAIRS

Washington, Sept. 21.—The British foreign office cabled the British embassy here today for copies of the printed accounts of a recent interview on conditions in Mexico, attributed to Sir Lionel Carden, the departing minister. The interview was printed just after Sir Lionel sailed from New York. Almost immediately the British ambassador here, Sir Cecil Spring-Rice, expressed regret to the state department. Later the department formally inquired of the British government if the alleged interviews were authorized.

County Court.

Thomas Grant, a seaman, was tried before Judge Forbes yesterday morning under the Speedy Trials Act, and pleaded guilty to common assault on a man named Knodell. As he had already served thirty days in jail, he was allowed to go to join his ship. C. H. Ferguson appeared for the prosecution.

FUNERAL OF J. W. KIERSTEAD YESTERDAY

Delay in Obsequies Owing to Autopsy.

Special to The Standard

Hampton, N. B., Sept. 21—The funeralneral of the late Mr. J. W. Kierstead which was advertised for three o'clock was postponed until five o'clock on account of an autopsy which was in progress when the people arrived at the house. Dr. W. W. White and Dr. Skinner of St. John, and Dr. Smith of Hampton had been summoned to ascertain the cause of death, on the intervention, it is said, of an accident insurance company which had issued a large policy to the deceased. The people who had gathered in large numbers were waiting for the services to commence when the Rev. O. N. Chipman, the minister in charge, was informed that the doctors would not get through their work for at least an hour and a half, and when this announcement was made the majority of the men and many of the women present went home and many did not return, although shortly after five o'clock the house and verandahs were fairly crowded.

Besides Mr. Chipman, the Rev. J. H. A. Anderson and the Rev. Mr. McPherson of St. John took part in the exercises.

Dr. Kierstead of the University of N. B., the two brothers of deceased, with many relatives and friends, among whom were Colonel and Major Mersereau, John and Walter Golding and others from St. John and elsewhere were in attendance. At the close of the services, the body was taken to the Hampton cemetery where interment was made.

Brigadier Major C. J. Mersereau of the 3rd Brigade Canadian Infantry, who came to Hampton on Saturday to bid his invalid wife good bye, and who expected to return to Camp Valcartier, today obtained extension of leave to attend his partner's funeral and to attend to certain details of business rendered necessary by the sudden death of the head of the firm. He will return to camp by C. P. R. train on Wednesday.

Take no more chances—

Because what comes out of the oven depends upon what goes in. Use Five Roses.

Not Bleached Not Blended

Five Roses Flour

MADE BY THE WESTERN MILLING COMPANY, LIMITED, CANADA

VOLUNTEERS WANTED

FOR

LOCAL TRAINING
HOME SERVICE
62nd FUSILIERS.

Recruiting Office at the Armory
Open 10 a.m. to 10 p.m.

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

EMPLOYERS' LIABILITY, ACCIDENT, SICKNESS AND GUARANTEE INSURANCE

CHAS. A. MCDONALD, & SON

Liability and Casualty INSURANCE

C. E. L. JARVIS & SONS 74 Prince William St.

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

We offer a small block, in lots of $500 and upwards,

Maritime Tel.&Tel.Company 6 p.c. Bonds

at an attractive price.

Those investors who make it a point of securing the highest yield consistent with security of principal should send for our quotation on this offering.

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CHARTERED ACCOUNTANT
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Businesses Systematized
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STEAMSHIPS.

Luxurious accommodation—splendid meals—modern safety equipment have made the
R.M.S. Royal Edward
R.M.S. Royal George
deservedly famous among ocean travelers. For booklets, write
123 Hollis St., Halifax, N.S.

NEXT SAILING
From Montreal and Quebec From Bristol
Sept 22nd - Royal George - Oct. 7th
Oct. 6th - Royal Edward - Oct. 21st
Oct. 20th - Royal George - Nov. 9th

STEAMER MAY QUEEN

will leave P. Nase & Son's wharf, Indiantown, Wednesday and Saturday mornings at 8 o'clock until further notice, for Chipman and intermediate stops, returning Monday and Thursday.

F. H. COLWELL, Mgr.

STEAMER ELAINE

Leaves Indiantown, Old May Queen wharf, foot of Hammond street, every Wednesday and Saturday morning at 8 o'clock for Chipman and intermediate points. Returning leaves Chipman every Monday and Thursday at 6 a. m.

While excursion season is on freight will be received up to and including the Willows.

CAPT. R. H. WESTON, Manager.

MAJESTIC STEAMSHIP CO.
(FOR BELLEISLE)

Steamer Champlain will leave St. John on Tuesday, Thursday and Saturday at 12 o'clock noon for Hatfield's Point and intermediate landings, returning will leave Hatfield's Point on alternate days, due in St. John at 1 p. m.

R. S. ORCHARD, Mgr.

STEAM BOILERS

We have on hand, and offer for sale the following new boilers built for a safe working pressure of one hundred and twenty-five pounds:—

One "Inclined" Type ..... 50 H. P.
One Return Tubular Type 60 H. P.
One Locomotive Type ..... 20 H P.
Two Vertical Type ..... 20 H. P.

Full particulars and prices will be mailed upon request

I. MATHESON & Company, Ltd.
BOILER MAKERS
NEW GLASGOW, NOVA SCOTIA.

NOTICE TO MARINERS.

Notice is hereby given that the light on Foul Ground gas and bell buoy has been reported not burning. Will be relighted soon as possible.

JOHN C. CHESLEY,
Agent Dept. Marine and Fisheries.

RAILWAYS.

CANADIAN PACIFIC

MONTREAL EXCURSIONS

Fares from St. John, N. B.
$14.30
Going October 1st, 2nd, 3rd.
Good until October 19th.

BOSTON
$10.50
Daily September 19 to October 17.
Good for thirty days.

W. B. Howard, D. P. A., C. P. R., St. John, N. B.

CANADIAN GOVERNMENT RAILWAYS
INTERCOLONIAL
PRINCE EDWARD ISLAND RY

SINGLE FARE TO MONTREAL

From all stations, Campbellton and East.

Going Sept. 17, 18, 19.
Returning Oct. 5, 1914.
Going Oct. 1, 2, 3.
Returning Oct. 19, 1914.

Tickets must be validated at Montreal before starting on return journey.

STEAMSHIPS.

EASTERN STEAMSHIP CORPORATION

Autumn Excursions

via the

INTERNATIONAL LINE

Going Sept. 19—Oct. 16, inclusive.
Return limit thirty days.
St. John to Boston and return $7.00
St John to Portland and return 6.50

Through tickets at proportionately low rates on sale at all railway stations.

INTERNATIONAL LINE

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

Returning leaves Central Wharf, Boston, nine a.m. Mondays, Wednesdays and Fridays for Portland, Eastport, Lubec and St. John.

CHANGE OF SCHEDULE

Direct service between St. John and Boston leaving St. John at seven p.m. Tuesdays and Saturdays until September 26.

MAINE STEAMSHIP LINE

Direct service between Portland and New York. Leaves Franklin Wharf, Portland, Tuesdays, Thursdays and Saturdays at 6.30 p.m. Monday trips, leaving Portland at 10.30 a. m. for New York.

City Ticket Office, 47 King street

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

CRYSTAL STREAM S. S. CO.
(LTD.)

ST. JOHN-FREDERICTON ROUTE.

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 at 7.30 a. m. The D. J. Purdy or Majestic can be chartered at any time for excursions or picnics.

ST. JOHN-WASHADEMOAK ROUTE.

STMR. MAJESTIC will sail from North End from 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.

MANCHESTER LINE

From Manchester	Steamer	From St. John
Aug. 22	Man. Exchange	Sept. 8
Sep. 12	Man. Mariner	Sep. 29
Sep. 26	Man. Inventor	Oct. 13
Oct. 17	Man. Exchange	Nov. 3

Steamers go via Philadelphia.

For space and rates, apply

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

FURNESS LINE

From London.		From St. John
Aug. 29	Kanawha	Sept. 18
Sept. 12	Rappahannock	Sept. 29

Dates subject to change.

WILLIAM THOMSON & CO.,
Agents, 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.

World's Shipping News

MINIATURE ALMANAC.

September phases of the moon

Full moon	4th	10h	1m	a.m.
Last quarter	12th	1h	48m	p.m.
New moon	19th	5h	33m	p.m.
First quarter	26th	8h	3m	a.m.

Day of week	Sun rises	Sun sets	High water, a.m.	High water, p.m.	Low water, a.m	Low water, p.m.
22 Tu	6.16	6.17	0.44	13.03	7.04	19.33
23 W	6.17	6.16	1.32	13.50	7.52	20.22
24 Th	6.18	6.14	2.23	14.41	8.42	21.14

VESSELS IN PORT.

Steamer

Anna, 747, R C Elkin.
Almora, Robt. Reford Co.
Fidljof, Nansen, 2,094, W .M. Mackay.
Jomborg, 1,203, J E Moore.
Reapwell. 2192, W M Mackay.
Shenandoah, 2,492, Wm. Thomson & Co.
John Bahhe, 949, John E. Moore.

Schooners Not Cleared.

Brina P Pendleton, 321, R C Elkin.
Charles C. Lister, 266, R P & W F Starr.
Coral Leaf, 375———.
Ella M. Storer, 426, ——.
Elma, 299, A. W. Adams.
Flora Condon, 219, ———
Georgina Roop, 423, R P & W F Starr
Hattie H Barbour, 266, A W Adams.
Hartuey W, 271———.
Harry, 396, J W Smith.
Horatio, 380 ———
Hunter, 187, D J Purdy
J Howell Leeds, 393, J W Smith.
Mary A Hall, 341———
Melba, 378, R C Elkin.
Moama, 384, Peter McIntyre.
M V B Chase. 380, R C Elkin.
Nellie Eaton, 99, A W Adams.
Orizombo, 150, Stetson, Cutler & Co.
Peter Schultz, 573, A. W. Adams.
Priscilla, 9, A. W. Adams.
Samuel B Hubbard, 333 ———
Sunlight, 349, A. W. Adams.

RECENT CHARTERS.

Norweigan steamer, 1854 tons, deals Bay of Fundy to West Britain or East Ireland, 50s to 55s, prompt; Norweigan steamer, 1862 tons, same; Norweigan steamer, 2104 tons, same; Norwegian steamer, 2094 tons, same; Norweigan steamer, 2464 tons, Dominion trade, balance of season, priate terms, prompt; Norweigan steamer 1600 standards, Montreal to Liverpool and (or) Manchester, deals, 42s 6d, Sept; Norweigan steamer Christian Michelsen, 2202 tons, Miramichi to W Britain of E Ireland, deals, 37s, 6d. Sept; British steamer Reapwell, 2192 tons, St John, N B to Lierpool or Glasgow, deals, 38s 9d, Sept; British steamer Cayo Manzanillo, 2273 tons, Sapelo to Hull and West Hartlepool, timber, 82s 6d, Sept; British steamer Hyltonia, 1149 tons, Gulf to Southampton and Newport, timber, 9s Sept; Norwegian steamer Ceylon, 1454 tons, Halifax to the U. K., deals, p t, prompt Norwegian steamer Dagrun, 670 tons, same; Norwegian steamer Songa, 1854 tons (preiously) Bay of Fundy to W Britain or E Ireland, deals, 50s to 55s, prompt; Norwegian steamer Avona, 1862 tons, same; Norwegian steamer Nordkyn, 2104 tons, same; British bark Louisa, 880 tons, Baltimore to Jucaro, coal, p t.

BRITISH PORTS.

Liverpool, Sept. 18.—Arrd stmr Manchester Citizen, Robertson, Montreal for Manchester.

FOREIGN PORTS.

Boston, Sept. 18.—Arrd schrs James Barber, Tynemouth Creek, N. B.; Goldie Bell, Gloucester.

Cld Sept. 18, schrs Katherine V. Mills, Hantsport, N. S.; Florence E Melanson, Liverpool, N. S.

Sld Sept. 18, schrs Laura E Melanson, Meteghan, N S; Onward, Port Wade, N S; Princess, Barton, N S; Lillie E Melanson, Meteghan, N S; Thomas H Lawrence, Roberts Harbor; Annie, Salmon River, N S; Arthur J Parker, Shelburne, N S; Lilla B Hirtle, North Sydney, C B; Vere B Roberts, Halifax, N S.

Chatham, Mass., Sept. 18.—Passed stmr Edda, Hillsboro for New York.

Rockland, Sept. 18.—Arrd schrs Georgietta, Boston; Otis Miller, do.

Perth Amboy, N J, Sept. 18—Arrd schrs Flora M, Newark; J N Rafuse, New York.

City Island, Sept. 18.—Passed schrs Harry W Lewis, Perth Amboy for St John, N B; Warner Moore, Perth Amboy for St. John, N B.

Delaware Breakwater, Sept. 18—Sld schrs A & M Carlisle, Philadelphia for Gloucester; Mary A Hall, do for St. John, N B.

Port Reading, N J., Sept. 18—Arrd schr H H Ktichener, Houghn, Nova Scotia.

New York, Sept. 19—Arrd schr Arthur M Gibson, St John.

Cld Sept. 18, schr Wanola, Ward, St John, N B; barges Glooscap, Aylward, Windsor, N S; J B King & Co No 21, Morrison, Windsor, N S; Plymouth, Harvey, Windsor, N S; schr Beatrice L Corkum, Rafuse, Yarmouth, N S.

Vineyard, Haven, Mass, Sept. 18—Arrd schrs Lillian Blauvelt, Turks Island for Yarmouth, N S; Emma McAdam, St George, S I, for McKinley; Melissa Trask, do for Rockland; Charles H Trickey, South Amboy for Augusta.

Passed Sept 18, schrs Laonia, Undercliff, N J, for St. John, N B; Wm L Elkins, St. John.

CHANGES OF TIME ON INTERNATIONAL RAILWAY

On and after Sept. 28th, there will be a change of the train service on the International Railway of New Brunswick, operated by the Canadian Government Railways. There will be one train daily, except Sunday, each way between Campbellton and St. Leonards, one leaving Campbellton at 12.40 p.m., and the other leaving St. Leonards at 8.40 a.m., arriving in Campbellton 4.00 p.m.