

BRITISH FLAG HOISTED AT HERBERSHOEHE

Occupied yesterday by Marines from Australian Navy — Landing party overcomes strong resistance of defenders.

London, Sept. 12, 4.33 p. m.—The official press bureau gave out the following statement this afternoon:

A telegram has been received from Rear Admiral Sir Geo. E. Patey, commanding the Australian navy, announcing the occupation of Herbershoehe, in the island of New Pomerania (late New Britain).

"The British flag was hoisted without opposition."

"A naval landing party, under Commander J. A. Beresford, of the Australian navy, established themselves on shore at dawn, without the knowledge of the enemy, but stout resistance was offered while the force was destroying the wireless telegraph apparatus, and the landing party had to force its way for a distance of four miles through woods."

"The German officer in command of the parties in the trench, five hundred yards from the station, surrendered unconditionally."

"Guns have been landed and steps have been taken to capture the station."

"The casualties are: Killed, Lieut. Commander Charles B. Ewell and two seamen of the Australian naval reserve; wounded, ten seamen."

"The German casualties are not known, but two German officers, five non-commissioned officers and thirteen native policemen were taken prisoners."

Cape Town, Union of South Africa, Sept. 12, via London, 3.40 p. m.—The German bark Helios, 84 days from Cardiff, with coal and coke, was captured by a British ship, and brought to Simon's Town today.

London, Sept. 12, 3.45 p. m.—A pretentious residence within sight of Windsor Castle was raided today by the police, who obtained a quantity of German correspondence. The occupant of the house, an unnamed German, was arrested and is now held in a detention camp for German prisoners.

The prisoner is said to have moved in the best circles of Windsor, and to have entertained members of the Royal family.

A CLEAN SEASON FOR LABRADOR FISHERMEN

St. John's, Nfld., Sept. 12.—Conditions along the Labrador coast this season are the worst in many years, is the report received here from Dr. W. Grenfell, the missionary. All of the people on the coast are dependent on the fisheries and in many places the catch this year has been the smallest for a generation.

Dr. Grenfell has informed the Colonial Government that there is certain to be much distress among the Labrador fisher folk and he urges that measures be taken for their relief.

World's Shipping News

MINIATURE ALMANAC

September phases of the moon
Full moon 12th 1h 48m p.m.
Last quarter 19th 5h 33m p.m.
New moon 26th 8h 3m a.m.

Day of week Sun rises Sun sets High water, a.m. Low water, a.m. High water, p.m. Low water, p.m.

14 Mon 6.06 6.33 6.33 18.57 0.15 12.30
15 Tue 6.07 6.34 7.36 19.58 1.17 13.43
16 Wed 6.09 6.36 8.33 20.56 2.18 14.43
17 Thu 6.10 6.37 9.22 21.41 3.15 15.38

VESSELS IN PORT.

Steamer
Fridolf, Nansen, 2,094, W. M. Mackay.
Kana-wha, 2,490, Wm. Thomson & Co.
Reapwell, 2,192, W. M. Mackay.
Elenadash, 2,492, Wm. Thomson & Co.
John Bahne, 949, John E. Moore.
Antonio, 596—
Schooners Not Cleared.
Briss P. Pendleton, 821, R. C. Elkin.
Coral Leaf, 375—
Dorothy Belle, 447—
Ella M. Storer, 426—
Elma, 390, A. W. Adams.
Flora Condon, 219—
Hattie H. Barbour, 266, A. W. Adams.
Hartley W. 271—
Harry, 396, J. W. Smith.
Goriot, 380—
Hunley, 187, D. J. Purdy.
H. H. H. Leeds, 393, J. W. Smith.
Mary A. Hall, 375—
Nella, 378, R. C. Elkin.
Monna, 384, Peter McIntyre.
N. V. Chase, 386, R. C. Elkin.
Nelle Eaton, 99, A. W. Adams.
Peter Schultz, 573, A. W. Adams.
Priscilla, 9, A. W. Adams.
Samuel B. Hubbard, 333—
Sunlight, 349, A. W. Adams.

SUNK BY MINE.

Tramp steamer Ottawa, bound from

PROSPECTS FOR WALL STREET REOPENING

Opinion freely expressed in some circles that trading may soon be resumed, under some restricted form.

New York, Sept. 11.—Financial interest continues most keen in the prospect of reopening the Stock Exchange, but those who have conferred about this matter state that no one with reason and a knowledge of conditions can attempt to discuss any special date on which the Exchange may be opened. In spite of this, expressions are freely made that reopening of the Exchange, under some form of restricted trading, may come sooner than the public has been led to believe. These statements are accompanied by assertions about prospective changes in banking methods and requirements, but the changes claimed to be under consideration or determined upon are so impracticable on the surface as to be unworthy of notice. It is generally admitted in circles having a broad knowledge of the situation that dealings in bonds will precede the resumption of business in other security markets, and there are grounds for the belief that propositions for a relaxation of Stock Exchange regulations in connection with bond transactions may soon receive serious consideration by members of the governing committee.

There is a rule of the Stock Exchange in effect compelling attendance at their offices, from ten to three each day, of at least one member of every firm connected with the Exchange. Those who are forced to be present on the street in compliance with this rule have no little else to do except advance reasons for or against an early opening of the board, and discussion of the same character prevails continually in the offices of the most important banking firms.

The head of one banking firm expresses the opinion that it is safe to expect the resumption of business on the board of October 15. Somehow or other, despite all arguments against it, this proposition seems to be the favorite one with all concerned in Wall Street affairs. At the same time, there are considerations of first importance to be taken account of in all discussions of this subject, and these are regarded as still so disturbing that members of the Stock Exchange governing committee stated this morning that the matter of reopening has not been formally considered, either by the full board of governors or by the active sub-committees. The position of the Stock Exchange has been definitely expressed in the statement made by an executive officer, that it would remain closed until banking credit is restored. When that will be is at the present time anybody's guess.

PRODUCE PRICES IN CANADIAN CENTRES

Montreal, Sept. 12.—CORN—American No. 2 yellow, 90 to 91.
OATS—Canadian Western, No. 2, 66 to 67; No. 3, 65 to 66.

FLOUR—Man. spring wheat patents firsts, 46.70; seconds, 46.20; strong bakers, 46; winter patents, choice, 46.25 to 46.50; straight rollers, 45.75 to 46.00; bags, 43.00.

MILLFEED—Bran 32; shorts, 32.75; middlings, 33.00; molasses, 30 to 33.4.

POTATOES—Per bag, car lots, 70.

HOPEWELL HILL

Hopewell Hill, Sept. 12.—Mrs. Archie Oliver and two daughters, Cecil and Lucille of Sidsell, Ill., returned to their home this week after spending the summer months at Hopewell Hill.

Mr. and Mrs. Gideon K. Prescott, of Walton, N. S., have taken a house in Albert in which to reside during the coming winter.

Frank B. Wadsworth and son Ronald, of Eastport, Me., have returned after spending ten days here the guests of Mr. and Mrs. George D. Prescott. They motored to Moncton on Tuesday taking the train from there.

Mrs. Jesse Toft and Mrs. Thaddeus Toft, of Lubec, Me., arrived last evening to visit their sister Mrs. Howard Woodworth, Mrs. James McKee, their mother, will return to Lubec with them to spend the winter.

Miss Eulah Stuart was given a surprise party last evening by a number of her young friends. She was accompanied by her mother Mrs. Archie Stuart to Vancouver on the 21st, where Mr. Stuart has been for the last three years.

Hon. J. Douglas Hazen and George W. Fowler motored through the county on Thursday. Mr. Hazen was the guest of Geo. D. Prescott, M.L.A., while in Albert.

Harold Fullerton had the misfortune to break his leg in three places while cracking his father's automobile on Thursday.

Miss Margaret Archibald, who has been spending the summer with her parents, Geo. D. Prescott, M.L.A., has returned to her home in Sussex.

Presters are now out for the County Sunday School Convention which takes place in the First Baptist church at Hillsboro on Friday, Oct. 2nd. This convention is under the auspices of the New Brunswick and P. E. Island Sunday School Association.

Steamers arriving at Montreal of late report meeting numerous icebergs, both large and small, all the way between Point au Bour and Belle Isle, some of the captains reporting as many as 50, the steamers being obliged to change their course in order to avoid them.

DANGERS TO NAVIGATION.
Stmr Munwood (Br), reports Sept. 2, lat 38 19 N, lon 74 16 W, passed a submerged wreck, apparently the hull of a schooner, with part of forecastle head, showing occasionally through the swell.

Stmr Purley (Br), reports Sept. 2, lat 35 56 N, lon 75 21 W, passed a large bottom up, flat bottom, about 80 feet long and 12 feet broad.

Stmr Farley (Br), reports Aug. 28, lat 52 38 N, lon 54 05 W, to Belle Isle, passed 20 icebergs of 30 to 100 feet in height and 50 to 300 feet long; between Belle Isle and Point Amour sighted 15 small icebergs.

The Canadian Signal Service reports ice as follows: Point Amour, Sept. 6, two bergs; Belle Isle, Sept. 7, eight bergs.

Stmr Basnam (Br), from Liverpool, reports Sept. 6, lat 46 07, lon 47 29, passed an iceberg 90 feet high, 400 feet long, with a long ledge projecting to one side awash; same date, lat 45 58, lon 49 16, a small iceberg; 7th, lat 44 16, lon 52 38, a large spar.

Stmr Kronstad (Nor), reports Sept. 6, NE point of Belle Isle, bearings about S 50 deg. W (true), passed the first iceberg, after which saw a great number before entering the Strait of Belle Isle, several being of considerable size; none passed a number of bergs in strait and after leaving the strait.

UNION PACIFIC RY. BOND ISSUE

The Company has applied for authority to issue \$31,800,000 of bonds to reimburse its treasury — Other investment affairs.

Boston, Sept. 11.—The Union Pacific Railroad has applied to the Missouri Public Service Commission for authority to issue \$31,800,000 of bonds to reimburse its treasury for expenditures made in betterment of the system. Of this, \$12,000,000 will be used in Missouri.

The city of Springfield has borrowed \$150,000 for two months at 5 per cent from the Massachusetts Mutual Life Insurance Company. The city has borrowed \$1,550,000 so far this year in anticipation of taxes. Most of this was secured before the outbreak of the European war, and at rates less than 4 per cent.

N. L. Amster is circulating the collateral bondholders of the Chicago, Rock Island & Pacific Railroad, urging them to take immediate and concerted action to protect their interests, stating that a committee of New York and Boston bondholders is being formed pending the completion of which these holders and owners of old Rock Island stock should not deplete any more bonds with the existing committee. Those who have already deposited are urged to withdraw the same immediately. "It is hoped," says Mr. Amster, "that if a large number of collateral bondholders join in this movement, the trustees, as well as the directors, may permit an immediate distribution of the collateral. The sooner the collateral bondholders succeed in getting a distribution of the stock in exchange for their defaulted bonds the more certain are they of eventually receiving 100 cents on the dollar with interest."

The Central New England Railway has declared the full interest of 10 per cent for the year ended July 1, 1914, on its general mortgage income bonds, dated August 23, 1899, to bondholders of September 20.

The city of Salem has awarded \$40,000 of loan acts of 1914 bonds, dated Aug. 1, 1914, and due \$10,000, 1915 to 1924, inclusive, to the Salem Savings Bank at 100.69.

Former Governor Judson Harmon and Judge Rufus J. Smith, receivers of the Cincinnati, Hamilton & Dayton Railroad have applied to the United States Court for permission to issue receivers' certificates to the value of \$3,000,000. The money is to be spent for the rehabilitation of the road by purchasing new equipment.

FINANCIAL GOSSIP HEARD IN NEW YORK

Average commodity prices in August at highest level since early in 1912 — Reduce their borrowings.

New York, Sept. 11.—Many stock exchange borrowers have materially reduced their borrowings within the past few days. One firm has paid off large amounts to Canadian institutions, which have since been endeavoring to relax this money here. Usually the banks are reported to be making efforts to lighten their burden of call loans here, because of the desire of strengthening their cash holdings.

Only two loans of \$50,000 each have been made on the Stock Exchange at 6 per cent, under the terms of the three days' notice contracts offered early this week by the Bank of Montreal.

R. S. Lovett, chairman of the Union Pacific System has returned from the West. He proclaimed that crops were excellent, and then went on to talk pessimistically of the business outlook. It is worthy of note that all those men, railroad chairmen and others, who felt constrained to talk cheerfully when the stock market was open apparently felt constrained to talk dolefully now that the stock market is closed. For under present circumstances there can be no drop in security prices that may be attributed to what they say.

According to statements made by parties to the transactions, substantial amounts of Brooklyn Rapid Transit have been bought through the Clearing House at 78 1/8, the minimum price fixed by the Stock Exchange regulations.

Average commodity prices in August rose to the highest level since the early part of 1912, according to Dun's index number, published this week. Up to the opening of August the general level of values of the leading articles of consumption had been downward this year, and the recent rapid advance in quotations is to be attributed almost wholly to the abnormal conditions created by developments abroad. Importations diminished or ceased entirely, and there were recession in prices of meats and clothing, the difference in the former group being due to the lower cost of beef. In clothing, the decline was confined solely to the raw materials, notably on cotton, quotations of which are largely nominal. An advance of about 16 per cent in the class embracing breadstuffs marked the greatest change in that direction, wheat being 22 cents a bushel dearer than on August 1; corn 1 1/2 cents a bushel; oats, 5 3/4 cents a bushel; barley 20 cents a bushel; and rye 31 1/4 cents a bushel higher than on the earlier date. Moreover, both beans and peas rose sharply. While the reduction in provisions was accounted for mainly by the downward trend of beef, a lower level was also reached by pork, sheep, and lamb, whereas there was more or less upturn in bacon, ham, hogs and tallow.

CHOICE Carleton Co. Hay, Manitoba White Oats All kinds of Mill Feeds

At lowest possible prices.

A. C. SMITH & CO.,

9 Union Street, West St. John.
Telephone West 7-11 and West 81

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.

PUGLEY BUILDING, 46 PRINCESS STREET

Lumber and General Brokers

SPRUCE, HEMLOCK, BIRCH, SOUTHERN PINE, OAK, CYPRESS,

SPRUCE PILING and CROSCOTED PILING.

STEAMSHIPS. STEAMSHIPS. STEAMSHIPS.

SUMMER TRIPS On the Salt Water

Splendid Steamships and First-Class Service

Why Not Make Your Summer Travel a part of Your Vacation Outing?

The Eastern Steamship Corporation operates 15 lines of steamers, connecting the principal summer resorts of the Maine coast, and linking the Maine Seaboard with Boston, New York and the Maritime Provinces.

Fast and Luxurious Steel Steamships Now in Service

BANGOR-BOSTON—Turbine steel steamships Camden and Belfast.
ST. JOHN-EASTPORT-LUBEC-PORTLAND-BOSTON—Steel steamships Governor Cobb (turbine), Governor Digby, Calvin Austin on the "Direct" and "Coastwise" routes between St. John and Boston.

PORTLAND-NEW YORK—Steel steamships Northland and Old Colony.
BOSTON-NEW YORK—Steel steamships Massachusetts and Bunker Hill.

All Equipped with Wireless Telegraph.
Also connecting steamers in daily service for cruises among the islands along the coast.

Summer tourists returning home from this section will enjoy either the coastwise or the direct route of the "International" Line to Boston and the Metropolitan Line from Boston to New York—or the splendid little sea voyage of the Maine S. S. Line direct from Portland to New York in connection with the coastwise sail from St. John, Eastport and Lubec to Portland. Full information at local ticket office.

International Line.

Leaves St. John Mondays, Wednesdays and Fridays at 9.00 a. m. for Lubec, Eastport, Portland and Boston.
Returning leaves Central Wharf, Boston, 9 a. m. Mondays, Wednesdays and Fridays for Portland, Eastport, Lubec and St. John.

Direct service between St. John and Boston. Leaves St. John 7.00 p. m. Atlantic time on Tuesdays, Fridays and Saturdays for Boston direct.

Metropolitan Steamship Line.

Twin Screw Steamships Massachusetts and Bunker Hill leave Boston daily at 5.50 p. m. for New York City direct, returning on the same schedule. Running time between the two cities, fifteen hours.

Maine Steamship Line.

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

EASTERN STEAMSHIP CORPORATION

City Ticket Office, 47 King Street
L. R. THOMPSON, T. F. and P. A. A. E. FLEMING, Agt., St. John, N. B.

STEAMSHIPS. STEAMSHIPS. RAILWAYS.

DONALDSON LINE

MONTREAL TO GLASGOW
SUBJECT TO CHANGE
Stmr. Athenia Aug. 29 Sept. 26
Stmr. Letitia Sept. 5 Oct. 3
Stmr. Cassandra Sept. 12 Oct. 10
Passage and freight rates on application.

THE ROBERT REFORM CO. LIMITED, Agent, St. John, N. B.

THE PROFITS OF THE INTERNATIONAL MILLING COMPANY

for 1913 were over \$500,000, equivalent to about 45 p. c. of the entire issue of Preferred Stock. In other words the Company earned more than 6 times the amount necessary to pay the preferred stock dividend. In view of the fact that the milling business is one of the few benefiting by the great war, don't you think that there is a good reason why we consider an investment in the 7 p. c. Preferred Stock of this Company a good one?

Price and full particulars will be supplied on application.
Eastern Securities Company Ltd., Investment Bankers
92 Prince Wm. St., St. John, N. B.
Montreal, Que. Halifax, N. S.

Robert Carter CHARTERED ACCOUNTANT Auditor and Liquidator Businesses Systematized Cost Systems Installed McCurdy Building, Halifax

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.

MANCHESTER LINE

From Manchester Steamer St. John
Aug. 22 Man. Exchange Sept. 8
Sep. 12 Man. Mariner Sep. 29
Sep. 26 Man. Inventor Oct. 10
Oct. 17 Man. Exchange Nov. 3
Steamers go via Philadelphia.
For space and rates, apply
WILLIAM THOMSON & CO.,
Agents, St. John, N. B.

THE MARITIME STEAMSHIP CO. (LIMITED).

Until further notice the S. S. Connaught 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, Dear 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.

AGENTS—Thorne Wharf and Warehouse Co., St. John, N. B.
Phone 77; manager, 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 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.

FURNESS LINE

From London. From St. John
Aug. 29 Kanawha Sept. 19
Sept. 12 Rappahannock Sept. 29
Dates subject to change.
WILLIAM THOMSON & CO.,
Agents, St. John, N. B.

CRISTAL STREAM S. S. CO. (LTD.)

ST. JOHN-FREDERICTON ROUTE.
STK. D. J. FURDY will sail from North End for Fredericton and intermediate ports every Monday, Wednesday and Friday, at 8.30 a. m., returning alternate days, leaving Fredericton at 7.30 a. m. The D. J. Furdy or Majestic can be chartered at any time for excursions or picnics.
ST. JOHN-WASHADENOAK ROUTE.
STK. MAJESTIC will sail from North End for Coles Island and intermediate points every Tuesday, Thursday and Saturday at 10 a. m., returning alternate days, leaving Coles Island at 9 a. m. D. J. FURDY, Manager.

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.

STEAMER MAY QUEEN

will leave P. N. & S. wharf, Indiantown, Wednesday and Saturday mornings at 8 o'clock until further notice, for Chipman and intermediate stops, returning Monday and Thursday at 6 a. m.