28 Th 7.02 5.14 2.40 14.56 9.10 21.27 28 Pri 7.04 5.12 3.26 15.44 9.46 22.13 30 St 7.06 5.10 4.18 16.37 10.34 23.03 31 Sn 7.07 5.09 5.15 17.34 11.25 23.56

PORT OF ST. JOHN.

Arrived Tuesday, Oct. 26, 1915, Coastwise—Str Granville, Bay port Cape Breton, Kemp, Sydney

DOMESTIC PORTS.

Maitland, Oct. 19.—Cld schrs Cora May, Vineyard Haven; Priscilla, Bos-

BRITISH PORTS.

FOREIGN PORTS.

New York, Oct, 24.—Ard schs Tal mouth, Sydney; Allanwilde, Halifax. Philadelphia, Pa., Oct. 24.—Ard stmi Manchester Miller, Manchester via St

MARINE NOTES.

SCHOONERS IN COLLISION.
A Vineyard Haven despatch of the 25th states: Schooners Hartney W. Wassons, South Amboy for Moncton, N. B., and Edwina, Campbellion. N. B., for Vineyard Haven, for orders both lumber laden, were in collision in Vineyard Sound Friday, during heavy northwest gale; Edwina had jibboom and headgear carried away and was cut down to the water's edge on port side forward and sustained other damage; she arrived her Sunday afternoon, leaking slightly.

FOR RUSSIAN GOVERNMENT, Shipping Illustrated:

The four largest and newest sealers of the New York of the low priced inactive shares of the New York of the low priced inactive shares of the New York of the low priced inactive shares of the ways finals.

United States Steel resumed its loaders in the previous II and yet in the afternoon, rising all but half a point on heavy offerings of the most active feature of the morning so of 38,710,644 was slightly under popular estimated to the corporations carried away and was cut down to the water's order of the low priced inactive shares of the previous flower in the extra proposal states. The four is a proposal state of the low yet in

Shipping Illustrated: The four largest and newest sealers of the Newfoundland feet are, as currently reported, likely to be sold in the very near future to the Russian Government and will proceed to Archangel next December to be used as feebreakers. These steamers are the "Beothis," "Bonaventure," "Bellaventure" and the "Nascopie." All four of these steamers have been engaged during the past summer in northernwaters, being chartered by the Canadian Government and the Hudson Bay Company. They are new boats, built during the past five years specially for the Newfoundland seal-fishery and are well adapted to ice-breaking. It is also more than likely that the new the Newfoundland seal-fishery and are well adapted to ice-breaking. It is also more than likely that the new sealing seamer "Iceland," just built in Scotland, may be sold for the same purpose. All these steamers are of from two to three thousand tons gross and their loss to the sealing fleet of Newfoundland will be most severely felt as they were in a large measure replacing the old wooden basis. This will mean a return next year to the wooden Ships for sealing.

Can. Locomotive—25 @ 534.

Brazilian—30 @ 54½. 55 @ 55½.

Steel of Canada—50 @ 55½.

Textile—20 @ 75.

Textile—80 mod 71.

Textile—20 @ 75.

Textile—120 @ 87.

Textile—20 @ 75.

Textile—120 @ 87.

Textile—20 @ 75.

Toxtile—120 @ 87.

Textile—20 @ 75.

Textile—120 @ 87.

Textile—120 @ 87.

Textile—20 @ 75.

Textile—20

CHICAGO GRAIN AND PRODUCE

(McDOUGALL & COWANS.) (McDOUGALL & COWANS).

Chicago, Oct. 26.—WHEAT—No. 2
red, 109 to 1.10; No. 3 red, 1.00 to
107 1-2! No. 2 hard, nominal; No. 3
hard, 95 to 1.04.

CORN—No. 2 yellow, 65 to 65 3-4.

OATS—No. 3 white, 36 to 36 3-4;
standard, 38 3-4 to 39 1-2.

tandard, 38 3-4 to 39 1-2.
RYE—No. 2, 1.00 12 to 1.01.
BARLEY—54 to 62.
TIMOTHY—5.00 to 7.75.
CLOVER—11.00 to 18.00.
PORK—13.20: Lard, 8.45: ril

Wheat	t.	
High.	Low.	Close.
. 104	101%	1023/4
. 102	991/8	100%
. 60%	59%	601/4
. 591/4	57%	58%
. 40%	391/4	391/2
. 38%	- 38	381/2
	High. 104 102 Corn. 60% 5914 Oats	. 104 101% . 102 99% Corn. . 60% 59% . 59¼ 57% Oats. . 40% 39¼

RNMENT'S CHIEF WITNESS TESTIFYING AGAINST DIRECTORS IN NEW HAVEN CASE CLOSING LETTER OF GOVERNMENT'S CHIEF WITNESS TESTIFYING



This picture of Charles S. Mellen, for years president of the New York, New Haven and Hartford Railroad, and target of criticism heaped on that company in his incumbency, was taken as he took the stand as the government's chief witness against William Rockefeller, Lewis Cass Ledyard and nine other prominent financiers on trial in the United States District Court, charged with violating the Sherman anti-trust laws while directors of the rail-troad. Because of the testimony Mr. Mellen had given before the Congressional investigation his evidence in the present trial is expected to be even more sensational. In spite of this expectation Mr. Mellen expressed a hope that the financiers would be cleared of the government's indictment.

MARKET ACTIVE WITH GREATER

Philadelphia, Pa., Oct. 3.

Manchester Miller, Manchester via St.
John, N. B.
City Island, Oct. 24.—Passed out.
schs M. A. Belliveau, Edgewater for
Yarmouth, N. S.; W. N. Zwicker, Undercliff for Halifax, N. S.; J. Howell
Leeds, Port Liberty for Calais, Me.
Vineyard Haven, Oct. 24.—Passed
Sld Oct. 24. schrs Ann J. Trainor.
from Chatham, N. B., for Philadelphia;
Vineyard, from Calais for New York.
Key. West, Oct. 23.—Sld schr C. D.
Pickels, Nipe Bay.
Portland, Oct. 23.—Ard stmr Bland
Hall, Owen, London, 14 days.
Boston, Oct. 23.—Ard schs Valdare
Bear River, N. S.; Laura E, Melanson,
Port Gilbert; 24th, schr William Elkins, St. John, N. B.
Sld Oct 24, str Devonian, Liverpool,
Hyannis, Oct. 24.—Ard schr Wilne
gance, St. John, N. B., for New York,
Vineyard, Haven, Oct. 24.—Sld schs
Ann J. Trainor, Philadelphia; Vine
yard, New York.
The early high tendency embraced
The came active towards close at expense of values—
Bethelehem recovered losses before closing hour.

New York, Oct. 26—Greater breadth
and a generally higher price level attended today's very active market,
although some of the more volatiles
were vulnerable to presspecialties w

MONTREAL TRANSACTIONS

(McDOUGALL & COWANS.) Morning

Montreal, Tuesday, Oct. 26th— C. P. R.—10 @ 174, 25 @ 174. Cedars Bonds—400 @ 85. Can. Locomotive—25 @ 53¾. Brazilian—30 @ 54½, 55 @ 55 225 @ 56, 75 @ 55 7-8. Steel of Canada Pfd.—120 @ 87. Taytile—20 @ 75.

475 @ 38.
Carriage Factories—25 @ 48½.
Dom. Iron Com.—200 @ 471.8, 30 @
4734, 5 @ 47.
Montreal Power—120 @ 237½, 26 @
237¼, 25 @ 2373.8.
Bell Telephone—15 @ 141, 10 @

Canada Car Com.—5 @ 108, 90 @ 107, 25 @ 106¾. Toronto Railway—28 @ 111. Canada Car Pfd.—100 @ 121, 50 @

120½.

Detroit United—3 @ 65¾, 50 @ 56.

Ogilvies Bonds—1,000 @ 104.

Montreal Cottons—50 @ 54¾.

Montreal Cottons Pfd.—10 @ 99.

Smart Bag—5 @ 43, 2 @ 44.

General Electric—25 @ 122¾, 95 @ 123¾.

Wayagamack—100 @ 26½.

N. S. Steel—75 @ 89, 31 @ 89, 45 @ 884.

Quebec Ry.—275 @ 19½, 65 @ 20

Quebec Ry.—2.13 @ 13-22, 00 d 54 6 (1934).

Quebec Bonds—4,000 @ 58.

Dom. Bridge—10 @ 204, 20 @ 204.
60 @ 204½, 45 @ 205, 175 @ 206, 35 @ 206¼, 130 @ 207, 20 @ 207¾.

Ames Holden Com.—25 @ 14, 25 @

Penmans Pfd.—35 @ 82. Afternoon

Brazilian-215 @ 55, 25 @ 541/2, 7 55¼. Steel of Canada—130 @ 35¾, 5 55-8, 2 @ 36. Cement Com.—35 @ 37¾, 50 @ 3 Carriage Factories—1 @ 49. Dom. Iron Com.—150 @ 47¾, 25

Montreal Power—150 @ 237½, 280 2 238, 25 @ 238, 250 @ 238¼. Detroit United—100 @ 66¼, 110 @

123½, (@ 122.

Western Canada Power—50 @ 26½.

N. S. Steel—100 @ 89, 100 @ 88¼,
75 @ 88½.

Quebec Ry.—30 @ 20, 100 @ 19¾.

Dom. Bridge—40 @ 207, 50 @ 207 1-3
275 @ 208, 50 @ 208¼, 25 @ 207½, 40
@ 207¼, 5 @ 208.

THE BATTLE LINE.

The Battle Line S. S. Tanagra, Cap. oin Dalton arrived at Chester. Pennsylvania, October 26th, from Euboeg.

BANK OF MONTREAL

NOTICE is hereby given that a DIVIDEND OF TWO-AND-ONE-HALF PER CENT. Upon the paid up Capital Stock of this Institution has been declared for the three months ending 31st October, 1915, also: BONUS OF ONE PER CENT., and that the same will be payable at its Banking House in this City, and at its Branches, on and after Wednesday, the FIRST DAY OF DECEMBER next, to Shareholders of record of 31st October, 1915.

The Annual General Meeting of the Shareholders will be held at the Banking House of the Institution on MONDAY, the SIXTH DAY OF DECEMBER next.

The Chair to be taken at Noon.
By order of the Board.

FREDERICK WILLIAMS-TAYLOR

STOCK QUOTATIONS ON N.Y. EXCHANGE N. Y. MARKET BY E.&C. RANDOLPH (McDOUGALL & COWANS.)

New York, Oct. 26—The weak technical position of the war stocks resulted in a sharp decline in those issues late in the day, although there was no unfavorable news to give a downward impulse. The decline followed the publication of reports that Germany intended to communicate to President Wilson terms on which it would be willing to arrange peace with the Allies An early conclusion of peace might be cause for selling the war stocks, but it is not seriously believed that any proposed terms Germany might make now would be such that the Allies would accept them as a basis of negotiations. The Russians have been acting on the offensive with some success and the French have also been giving a good account of themselves, while the British haze statedfastly maintained the gain which they have made in Northern France and Flanders and in Europe financial quarters there is a more confident feeling than at arg time in months that the allied forces will ultimately achieve a complete success. The trade statement of the United States for the week endins Oct. 23rd has made an extraordinary showin, the exports exceeding the imports by \$70, 600,000, this being far in excess of all previous records. The exchange market, however, shows some recovery, due to a better demand for sterling and a decreasing supply of bills. Possibly the plans for the arrangement of an additional credit for the Allies may also have entered into the case. The decline in the industrials did not affect the railroads to any material extent, and Erle held up remarkably well, considering the large advance which it has had in the past few da,s. The Coppers were active at noon relapsing into duliness but held firmly when the other industrials and of the control of the propers were active at noon relapsing into duliness but held firmly when the other industrials and of the propers were for rather over \$40,000,000 than under that amount.

Total sales 1,171,072.

E. & C. RANDOLPH.

Total sales 1,171,072.
E. & C. RANDOLPH.

PRODUCE PRICES ON MONTREAL MARKET

. HAY-No. 2. per ton, car lots, 17 to

POTATOES—Per bag, car lots, 95 to 1.10.

MONTREAL MARKET

(McDOUGALL & COWANS.

	Canada Car 107	10
re-	Canada Cement 371/8	3
re-	Detroit United 661/2	6
tht;	Dom. Iron Pfd 471/2	4
	Dom. Iron Com 92	9
ed	Dom. Tex. Com 75	7
par	Laurentide Paper Co 1931/2	19
2000	Lake of Woods	13
~~.	MacDonald Com 91/2	1
	Minn. and St. Paul 121	12
	Mt. L. H. and Power 2381/8	23
	N. Scotia Steel and C 89	.8
	Ottawa L. and P	12
200	Ogilvies	. 13
	Shaw W. and P. Co 135	12
0	Sher. Williams Co	
	Townto Paile 111	11
17/4	Winnipeg Elect	1

NOTICE TO MARINERS.

Notice is hereby given that the light on North West Ledge gas and whistling buoy westward of Beatson Rock reported not burning. Will be relighted as soon as possible.

J. C. CHESLEY,
Agent, Marine & Fisheries Dept. St. John, N. B., Oct. 23, 1915.

Leave Grand Manan Mondays at 7.30 a. m. for St. John, via Eastport, Campobello and Wilson's Beach.
Returning leave Turnbuil's Wharf st. John, Wednesdays at 7.30 a. m. for Grand Manan, via Wilson's Beach, Campobello and Eastport.
Leave Grand Manan Thursdays at 8 a. m. for St. Stephen, via Campobello, Eastport and St. Andrews.
Returning, leave St. Stephen Fridays at 7.30 a. m. for St. Andrews.
Returning same day, leaving St. Andrews at 1 p. m., calling at Campobel oand Eastport both ways.
Atlantic Standard Time.
L. C. GUPTILL, Manager, Grand Manan.

McDOUGALL & COWANS

Members of the Montreal Stock Exchange

SECURITIES EOUGHT AND SOLD IN ALL MARKETS

LISTED STOCKS CARRIED ON MARGIN OFFICES:-Montreal, Quebes, Vancouver, Ottawa, Winnipeg, Hallfax Connected By Private Wire.

LONDON GUARANTEE AND ACCIDENT CO. Ltd. Phone 1536. 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 & SON, 74 Prince Wm. St.

THOMAS BELL & CO., St. John, N. B. SPRUCE, HEMLOCK, BIRCH, SOUTHERN PINE, OAK, CYPRESS SPRUCE PILING AND CREOSOTED PILING.

STEAMSHIPS.

RAILWAYS.

WEST INDIES

BY TWIN-SCREW MAIL STEAMERS.
From ST. JOHN (N.S.) and HALIFAX (N.S.) Excellent Accommodation for ist. 2nd & rd Clas Passengers Special Pacificies for Tourists.

Next Sailing Halifax t R. M. S. P. Chalcun, Nov. 5, 1915.

Next Sailing Halifax t (via Halifax) R. M. S. P. Chignecto, Nov. 7, 1915.

Apply to The Royal Mail Steam Packet Co. 37-58, Graphile Street, Halifax (N.s.) or is

St. John (N.s.) to Wm Thomson & Co., Agents.

DONALDSON LINE

Montreal to Glasgow S.S. "ATHENIA".... Nov. 9.
S.S. "CASSANDRA"... Nov. 16. (Dates subject to change.)

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

MANCHESTER LINE

Crystal Stream Steamship Co.

ST. JOHN-FREDERICTON ROUTE RK COTTON

MARKET SALES

GALL & COWANS.)
High. Low. Close.

Close.

16

35

The steamer "MALESTIC" will said and intermediate points every TUESDAY.

12.06

THURSDAY and SATURDAY at team. returning alternate days, leaving Cole's Island at six a.m.

D. J. PURDY, Manager.

Warehouse No. 304.

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.

THE NATIONAL

A New Train via a New Route through a New Country.

Between Eastern and Western Canada via Grand Trunk,

Temiskaming and N. O. Ry.

(McDOUGALL & COWANS.)
Montreal, Oct. 26—CORN—American No. 2 yellow, 77.
FLOUR—Manitoba patents, firsts, 5.85; seconds, 5.35; strong bakers, 5.15; winter patents, choice, 5.60; straight rollers, 4.90 to 5.00; bass, 2.30 to 2.40.
MILLFEED—Bran, 21 to 22; Shorts, 23 to 24; Middlings, 29 to 30, Moullie, 30 to 33.

Notice is hereby given that the light on the Bell-Buoy-Boat, anchored on the eastern end of Partridge Island, is not burnins. Will be relighted as soon as possible.

J. C. CHESLEY,
Agent Dept. Marine and Fisheries St. John, N. B., Oct. 25, 1915.

Notice is hereby given that the light on the Bell-Buoy-Boat, anchored on the eastern end of Partridge Island, is not burnins. Will be relighted as a true o'clock for Hatfield's Point and intermediate landings. Returning on alternative days at 1 p. m.
R. S. ORCHARD,
Manager.

The Steamer Victoria

Will leave St. John (Old May Queen wharf) every Tuesday, Thursday and Saturday at 8.30 a.m. for Fredericton: will leave Fredericton every Monday. Wednesday and Friday at 7 a.m. on and after Wednesday, Oct. 13.

The light on South West Ledge, Briar Island, gas and whistling buoy, reported out. Will be relighted as soon as possible.

Warehouse

H. G. Harrison, Phone M. 2580.

Manager.

GRAND MANAN S.S. CO.

Grand Manan Route-Season 1915-16

J. C. CHESLEY,



58 Prince Wm. Street, St. John, N.B.

W. Simms Lee, F. C. A. Chartered Accountant Ween Building HALIFAX, N.S.

BRIDGES ildings and All Structures of Steel and Concrete Designs, Estimates and Investigations® 1. CUSHING, M. Sc. (M. l. T. Boston)

Charlottetown Electric Co. 6% BONDS Price 95 H. M. BRASFORD

ELEVATORS We manufacture Electric Freight, assenger, Hand Power, Dumb Wait-

E. S. STEPHENSON & CQ. St. John, N. B.

CANADIAN PACIFIC

Excursion Tickets Vancouver and Victoria, B.C. SAN FRANCISCO and LOS ANGELES, Cal.

\$115.70 from St. John, N.B. Good going and returning direct. Going via Chicago, Returning vi

AUTUMN—The Time to See the CANADIAN ROCKIES at their best W. B. Howard, D. P. A., C. P. R., St. John, N. B.

INTERCOLONIAL

OCEAN LIMITED (Daily). OCEAN LIMITED (DAILY).

Departs Halifax 8 a. m. ,

Departs Moncton 2.25 p. m. Arrives

Montreal 3.05 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.

THURSDAY and SATURDAY at ten a.m., returning alternate days, leaving Cole's Island at six a.m.

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

Majestic Steamship Co.

THE NATIONAL

A New Train via a New Route through a New Country.

Between Eastern and Western Canada via Grand Trunk,

Temiskaming and N. O. Ry.

International Ry.

Dep Toronto 10.45 p.m. Tues Thurs Sat Arr Winnipeg 3.50 p.m. Thurs, Sat Mon

STEAMSHIPS.

tastern Steamship Lines All-the-Way-by-Water.

INTERNATIONAL LINE. Steamships Calvin Austin and Governor Cobb

Leave St. John, Mon., Wed., and Fri., at 9 a. m., for Lubec, Eastport, Portland and Boston. Metura leave Central Wharf, Boston, Mon., Wed. and Fri., at 9 a. m. MAINE STEAMSHIP LINE. Steamships North Land and North Star

Leave Franklin Wharf, Portland Tues., Thurs. and Sat., at 6.30 p. m. City Ticket Office, 47 King street. A. C. CURRIE, Agent, St. John, N. B.
A. E. FLEMMING, T. F. & P. A.,
St. John, N. B

Eastern Steamship Lines

FALL EXCURSIONS INTERNATIONAL LINE LOW FARES ST. JOHN to

PORTLAND BOSTON

Portland, \$6.50 Boston, \$7.00 Tickets and staterooms at City Ticket Office, 47 King St., also at Whart Ticket Office,

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 Harnor, Back Bay, or Letete, Deer Island,
ited Store, St. George. Returning
leave St. Andrews Tuesday for St.
John, calling at Letete &r Back Bay,
Black's Harbor, Behver Harbor and
Dipper Harbor, tide and weather permitting.

AGENT—Thorne Wharf and Wars.

mitting,

AGENT—Thorne Wharf and Ware.
housing Co., St. John, N. B.

Phone 2581. Manager, Lowis 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.

FURNESS LINE

MARQUARD'S RISE TO THE

Sement that rubes has a lot of good baseball left in his system, for he is easy twenty-six years of age, but whether he can get it out is the problem that is worrying his admirers. Many times in his career the Rube has looked like the vertest boob, only to come back in the very next game and pull off a brilliant feat that made him look like the greatest ever. In any event, Marquard is through in New York, for McGraw has had all the Rube he can assimilate, and henseforth he is willing to let other managers do the guessing about Marquard's condition.

agers do the guessing about Marquard's condition.

It is probable that no more startling surprise party was ever pulled on any baseball player than on the occasion when Marquard was notified that he had been released to Toronto. Possibly the Rube expected to receive some such notification along about 1925, but that it could come in the present year of grace had never entered his noddle. Marquard fairly seethed at the thought of exile to the Canadian city, and, it is said, swore long and loud that he would never go back to the "bushes." Rather than that, he would deprive baseball of his services and leave it flat. The upshot was said Marquard was sold to Brooklyn for \$2,500. Rube was receiving a sairy of \$7,500 from the Glants, and had an ironclad contract which was dated an ironclad contract which was date to expire at the close of the 1916 sea

son.
Despite his generally inferior work for the Giants this season and last, Rube broke into the limelight in this period by his prowess in two noteworthy contests. In July, 1914, he pitched the Giants to victory in the National league's record game of twenty-one innings. At that, the Rube struck out only two Pirates, while the opposing pitcher, Adams, fanned half a dozen Giants. Since then Marquard has gained a niche among the forty "immortals" of the National league by pitching a no-hit game.

game.

Marquard's debut seven years ago today was a sample of what was to come, for the Reds knocked him off the rubber in a short period. Marquard had previously played with Canton, O., and Indianapolis, and McGraw bought him from the Hoosiers for \$11,000. His lack of control, still his great failing, made the title of "\$11,000 Lemon" bestowed upon him by the fans seem entirely appropriate, for in 1909 he won only five games out of the eighteen which he pitched. In 1910 his showing was not much better, but in 1911 McGraw's patience with the altitudinous southpaw was rewarded.

FIGHTING FOOTBALLISTS.

At the outbreak of the war a year ago there seemed some faint prospect of a restricted footbail programme, says the London Sportsman, but directly Germany showed her teeth the rugby union issued a clarion call to the clubs which, as all the sporting world knows, met with instant and splendid response. The footballer is, by the very nature of his sport, a fighter; he was ready and willing to play the greater game. He enlisted in Great Britain and Ireland, he enlisted in the Dominions overseas. No sport in the world has given of its fine young manhood with greater alarcity, and none has done better. A full list of the brave-hearted given to the carrying of a rugby ball would fill hundreds of columns.

In some cases clubs have virtually

fill hundreds of columns.

In some cases clubs have virtually cassed to exist. Ninety per cent, of the playing strength are reported somewhere at home or abroad, and the vaterans, the cherey sportsmen of 20 years ago, when asked for information will tell you that except for occasional letters they cannot tell the movements of the boys. But they all have the hope that this great man-making rugby game, as a distinguished surgeon once called it, will emerge from the devastating strife still powerful and with added luster.

Bringing Up

