V CHARGE
W AGAINST
FK. WALLACE

ses From Moncton In
t Yesterday --- Prisoner
n Remanded---Colored
ly In Trouble.

ase of Frank Wallace, who
sted some time ago on a
attempting to pass a bogus
as resumed yesterday morn-
police court. A new charge
g a set of cuff links and a
stick pin from Walter D.
his room-mate at Moncton
rred.
itnesses from Moncton were
nd gave evidence. Mr. Wal-
meron of that city, the first
estified that defendant had
that he needed some money
nce which he usually paid
They met Mr. Legere, a
Bellevue's store and witness
if he (Legere) would give
cheque for $6. Mr. Legere
with this request, but told
he would have to get the
rtified. After the prisoner
witness missed a gold pin
of cuff links, probably val-
ut $10, presents from his mo-
se articles were found on
er and identified by Mr.

more Legere confirmed the
of the last witness regard-
aking of the cheque, which
recognized when produced
though it had been raised
llars to sixty.
rcy E. Keating also from
where he is employed as a
he Bank of Nova Scotia,
a man, resembling Wal-
nted the cheque in question
Monday of last week.
or remanded Wallace for

ored families from Union
a grievance against each
their witnesses, were also
court.
ames, late of the West In-
mplaint against Miss Fran-
for throwing water on her
ay morning. Mr. E. S. Rit-
ed for the defendant, while
Murray prosecuted.
esses called for the pros-
e testimony of either de-
endant throwing the water
ng her say she would do
chie called witnesses who
e water was thrown by an
erent person, who is now
for a few days for her

r dismissed the case, ten-
dents of Union Alley that
se which came before him
e would sentence the guil-
two months in jail.

KWATER
PLACE FOR
MPING MUD

ernoon in very good wea-
Kitchener towed a scow
erial dredged up in the
operations, and dumped
argo just outside the
nstead of carrying it out
specified in the call for

asy way to get rid of the
e objection to it is that
dumped is washed back
harbor and fills up the
s been dug out. Yester-
e thing happened, when
erts hauled out a scow
vas dumped at or near
er. The day was calm
hat there was no excuse
weather conditions. It
embered that a year or
harbor authorities took
against any deposit at
spot where these scows
The call for tenders
present contract was
d the place where this
be taken, and it is a
n the breakwater.

ERSONAL.

atterson, at one time
ger of the St. John Sun,
in newspaper work in
ain in New Brunswick,
is now advertising man-
nadian Courier, of Tor-
isiting St. John, in the
at popular weekly.
McAvity who has been
ents, Mr. and Mrs. Geo.
ns to Montreal today.

SHIP NEWS.

itish Ports.
ly 27.—Sailed—Str. Sa-
n.
July 27.—Arrived—
from New York for
proceeded.
eign Ports.
July 27.—Bound south
M. Gibson from Chat-
lfana M. Jagger from

y 27.—Arrived—Str.
der Grosse from New

July 27.—Arrived—Str
bana, Wathfield, Lulea

4. For Quebec.
the A. O. H. are pre-
excursion to Quebec
th. The pilgrimage to
will be widespread,
e of the expedition be-
in the unveiling of a
ated to the memory of
en immigrants buried
n 1847.

eam Social.
ended icecream social
s held in the Orange
street, last night un-
s of Ladies' Orange
th Mr. R. F. Goodrich
excellent programme
piano selections, read-
umbers was well car-
otch dance by Miss
d hatchet swinging by
particularly good.

119 PLACES WHERE YOU CAN BUY The Standard

That there is no place for yesterday's news in today's paper, is the policy of St. John's newest daily. It is the policy that has already placed THE STANDARD in the first ranks, and it is destined for a circulation second to none in the Maritime Provinces. THE STANDARD intends to co-operate with its advertisers in building up their business. The following list will give some idea of our city circulation:

CITY:

J. & A. McMILLAN—Prince William street.
MRS. JOHN FOSTER—Prince William street.
W. J. CUNNINGHAM—2 Brittain street.
H. W. DYKEMAN—43 St. James street.
P. J. DONOHOE—Cor. St. James and Charlotte.
M. T. GIBBON—Cor. Carmarthen and St. James streets.
ROBERT BARTLETT—195 Carmarthen Street.
S. M. WETMORE—Cor. Queens and Carmarthen.
E. M. ROWLEY—Cor. Sydney and St. Andrews.
MISS O'NEIL—156 Rockland road.
CANADA RAILWAY NEWS COMPANY—I. R. C. Depot.
C. P. R. NEWS COMPANY—I. R. C. Depot.
A McLAUGHLIN—50 Union street.
E. S. DIBBLEE—20 Pond street.
MRS. HAPGOOD—81 Elliot Row.
F. E. PORTER—Cor. Union and St. Patrick streets.
H. G. MARTIN—Cor. Union and St. Patrick strets.
J. D. McAVITY—39 Brussels street.
M. J. NUGENT—Cor. Brussels and Richmond streets.
J. F. BARDSLEY—Cor. Brussels and Richmond streets.
J. W. STACKHOUSE—Cor. Richmond and St. Patrick streets.
D. COSMAN—108 1-2 Brussels street.
J. A. LIPSETT—233 Brussels street.
A. I. McGARITY—256 Brussels street.
W. J. ALEXANDER—423 Brussels street.
BENJ. ROBERTSON—15-19 Haymarket Square.
J. COOPER—23 Marsh road.
I. B. KIERSTEAD—Marsh road (branch).
I. B. KIERSTEAD—Marsh road.
W. J. STEPHENSON—Marsh road.
J. G. LAKE—Elliot Row.
J. HANNEBERRY—Dufferin Hotel.
WILLIAM BAXTER—Cor. Carmarthen and Leinster streets.
WALKER'S GROCERY—King St. East.
WILLIAM BAXTER—73 Pitt street.
J. GIBBS—81 Sydney street.
C. D. COLWELL—Cor. Sydney and Orange.
J. D. V. WILBUR—Cor. Duke and Sydney.
MISS RYAN—Cor. Duke and Sydney streets.
P. M. CASE—Cor. Carmarthen and Duke streets.
H. J. DICK—Cor. Charlotte and Duke streets.
VANWART BROS.—Cor Charlotte and Duke streets.
ROYAL HOTEL—City.
HALL'S BOOK STORE—King street.
D. McARTHUR—King street.
A. E. TRENTOWSKY—53 Coburg stret.
C. K. SHORT—63 Garden street.
F. S. PURDY—96 Wall street.
T. J. DEAN—86 Garden street.
BUTLER'S CASH GROCERY—Wall street.
C. F. WADE—Cor. Wall and Paradise Row.
W. GREEN—29 Winter street.
H. R. COLEMAN—67 Winter street.
B. BAIZLEY—Victoria Hotel.
A. M. GRAY (Miss)—99 King.
E. G. NELSON & CO.—Cor. King and Charlotte.
WATSON & COMPANY—Cor. Charlotte and Union streets.
UNION CIGAR STORE—169 Union street.
MRS. DWYER—171 Union street.
GEORGE P. ALLEN—29 Waterloo street.
J. FRED SHAW—141 Waterloo street.
J. S. SMITH—126 Waterloo street.
H. J. MOWATT—Haymarket Square.
G. C. BEAMAN—18 Haymarket Square.
L. P. GREENSLADE—295 City road.
M. WATT—151 City road.
R. R. PATCHELL—271 Stanley street.
GEORGE E. DAY—Cor. City road and Stanley strets.
PARK DRUG STORE—312 Brussels street.
THE CIGAR BOX—Mill and North streets.
J. V. HOLLAND—123 St. Patrick street.
R. H. COLEMAN—84 Mecklenburg street.

CARLETON:

E. R. W. INGRAHAM—127 Union street.
J. E. WATERS—99 Union street.
W. C. R. ALLAN—172 King street.
LeBARON CLARK—184 King street.
W. D. BASKIN—267 King street.
JAMES STACKHOUSE—155 Prince street.
W. C. WILSON—Cor. Rodney and Ludlow.
W. C. WILSON (branch)—Cor. Rodney and Union streets.
WEST END DAIRY—Market Place.
MRS. LONG—Rodney street.
B. A. OLIVE—267 Ludlow street.
H. W. SMITH—237 Union street.
A. MAHONEY—Winslow street.
MRS. GEORGE WAY—City Line (Cor. Tower street).
MISS A WALSH—Cor. St. James and Ludlow street.
S. J. AIDE—66 Protection street.

NORTH END:

P. NASE & SONS—Indiantown.
D. H. NASE—15 Main street.
JAMES GAULT—120 Bridge street.
G. W. HOBEN—357 Main street.
G. W. HOBEN (branch)—41 Main street.
A. J. MYLES—69 Simonds street.
W. H. MYLES—Simonds street.
MRS. TITUS—63 Sheriff street.
E. J. MAHONEY—279 Main street.
M. A. McGUIRE—249 Main street.
M. J. MURPHY—149 Main street.
J. E. COWAN—99 Main street.
E. J. MAHONEY—29 Main street.
MRS. J. MAGEE—37 Millidgeville Avenue.
N. C. SCOTT—Cor. Adelaide road and Main street.
COUPE'S DRUG STORE—537 Main street.
S. GIBSON—661 Main street.
H. TRIFTS—152 Main street.
W. H. DUNHAM—115 Main street.
A. McARTHUR—548 Main street.
C. W. GREENSLADE—578 Main street.
T. J. DURICK—403 Main street.
PEOPLE'S CIGAR STORE—733 Main street.
EVANGELINE CIGAR STORE—Cor Main and Mill streets.
O. S. DYKEMAN—33 Simonds street.
MISS ALLINGHAM—485 Main street.

FAIRVILLE:

O. D. HANSON—
C. F. TILTON—
THE FAIRVILLE DRUG STORE—49 Main street.

MILLIDGEVILLE:

H. KNOX.

MILFORD:

JOHN IRVINE.

ALREADY A DEMAND FOR AEROPLANES

New York, July 25.—Roy Knabenshue and Lincoln Beachy, two well-known aeronauts, called yesterday at the Aero Club of America and were saying some uncomplimentary things about the tardiness of American inventors in supplying the growing demand for aeroplanes.

"I have in my pocket bookings worth $75,000 for the season if I could only get an aeroplane that would fly," said Mr. Knabenshue. "I have gone from ocean to ocean in a vain search for a flying machine. There are hundreds of them in existence, but only a few have reached the point of reliability."

Mr. Knabenshue had just returned from Hammondsport, where he had hoped to obtain an aeroplane from the Herring-Curtiss Company. He found Mr. Curtiss working day and night to get a new machine ready for the international aeroplane races in France, and Mr. Herring working here in New York to complete his machine for the government. The Wrights are busy at Fort Myer, and Mr. McCurdy and Mr. Baldwin are engaged in making flights for the Canadian government at Petewawa, Ont. As these are the only builders of machines that have flown in this country, the young aeronauts concluded that their prospects for purchasing a flying machine for the season of 1909 were very poor.

"We have decided," said Mr. Knabenshue, "that we will build ourselves. I don't know that we can make one that will fly, but we are going to try it. The whole country is crazy about flying machines. Any man with a good aeroplane could make a fortune before snowfall just by picking up the offers that are being made for exhibitions. Airships are popular still, but there is a craze for aeroplanes."

Messrs. Knabenshue and Beachy for several years have been giving exhibition flights with small dirigible balloons in various parts of the world, but they both say there is now much more money in aeroplane exhibitions, if it were possible to procure the machines.

Recently Mr. Knabenshue visited the Wright Brothers at Fort Myer and offered them a liberal sum if they would agree to deliver an aeroplane so that it could be used during the latter part of the season. Failing to get any encouragement he went to Hammondsport, but had no better luck there.

It is not likely that Mr. Curtiss will return from Hammondsport before the early part of next week, and it is doubtful if he gets the aeroplane at Mineola repaired in time for any more flights before leaving for France. It was stated yesterday that the new machine at Hammondsport may have to be shipped without a trial.

WHITE'S COVE.

White's Cove, July 26.—Dr. Mott and daughter, Miss Georgie, of St. John, came up on Saturday by May Queen, and were the guests of Mr. and Mrs. C. W. White over Sunday, returning to the city on Monday.

Fred Dean and wife, of St. John, are at Robertson's Point, visiting his parents Mr. and Mrs. Chester Dean.

Miss Ida Reardon is also visiting her parents.

Miss Doris Kierstead, of North End, is visiting her aunt Mrs. C. W. White.

H. E. White, Weights and Measures Inspector, came to his home on Saturday.

Haying is now the order of the day, but owing to so much wet weather it is very slow work. The hay on the highland will be light and not as good as last year. Other crops are looking fine. Large quantities of potatoes, beans and peas are being shipped from this place each trip of the steamer. Rev. C. N. Gregg held service in Methodist and Rev. Mr. Tobin in Episcopal churches yesterday.

Mr. John A. McAvity, who has been on a ten weeks' trip to the west, going as far as Vancouver, returned home yesterday.

TO REALIZE DREAM OF YEARS SPENT IN STUDY; EDISON PERFECTS HIS SYSTEM

New York, July 25.—Two years ago Thomas A. Edison announced that he had invented a series of moulds wherewith any desired number of small houses could be cast in single blocks of solid concrete in a few days time and at trifling expense. The plan, its inventor claimed, would wipe out the city tenement and would enable poor workingmen to own and occupy their own homes in the country. The world greeted Mr. Edison's announcement with incredulity. Architects, builders and engineers were united in deriding the project and its inventor.

But Thomas A. Edison was not seeking popular favor. He had faith in his invention and no amount of expert disapproval could lead him to abandon it. He retired to his home at Orange, N. J., shut himself up in his laboratory and set about perfecting his invention. That was two years ago.

Today the whole project has been worked out in detail. The plans have been drawn, the patterns made and perfect models cast in miniature. The finished moulds themselves are now being manufactured. The first full sized house will be cast within a few weeks.

With these new moulds Mr. Edison claims that he will be able to build a house complete for $1,200, and furthermore that the job will be done within fourteen days. The house is planned to be two stories high, with an attic and a cellar, and is to have a ground floor 25 by 30 feet in size. It is intended to be built on a plot 40 feet front by 60 feet deep, leaving a space for a lawn and a small garden. On the first floor will be a living room 14 by 23 feet. On the second floor will be two bedrooms, one 14 by 12 feet, the other 14 by 15 feet, a large hall and a bathroom. The attic floor will contain two more bedrooms, each 25 by 10 feet. The cellar, which extends under the whole house, will include the boiler, washtubs and coal bunker.

The entire house—walls, roof, floors stairways, partitions, door frames and window frames—will be cast in one piece. Even the laundry tubs, the bathroom fixtures, the interior decorations and the ornamental panels will be included in the solid shell. It is claimed that the surface left by the moulds will be sufficiently smooth to require no added finish except tint or paper. The cost of the house—$1,200—Mr. Edison claims, will include the installation of heating and plumbing systems as well as the mere erection of the shell. He lays particular emphasis, however, on the fact that this minimum price is possible only where the houses are to be put up in large numbers and the materials bought wholesale.

Thomas A. Edison's original scheme was to design a set of moulds for a 2 family house. This plan was abandoned in favor of the one family dwelling. The moulds that have been finally adopted are of cast iron about an inch in thickness, with backs re-enforced by ribs and flanges. They are to be set in a concrete footing that forms a part of the basement floor. Four days will be allowed for the erection of the moulds. Each house will require several hundred pieces, which must be fitted together and securely locked.

Six hours will be required for pouring the liquid. Four days after the pouring the dismantling can be done. Six more days are to be allowed for the hardening of the concrete. Thus the inventor claims, the house will be completed and ready for tenants two weeks after the preliminary work is done. This length of time may be reduced by particularly favorable weather conditions. It is estimated that with six sets of moulds 144 houses could be built in a year.

Two great objections were raised to Mr. Edison's plan when it was first announced. In the first place, he was told by expert builders and engineers, a house of concrete could nt be cast all in one piece, for the reason that the mixture of water, cement and broken stone would not flow smoothly through the many small channels of the mould if it (the mixture) were thick enough to hold the broken stone in suspension. In the second place, if the house were to be built cheaply it would need to be entirely devoid of ornamentation, and therefore would be as ugly as sin.

The method of pouring is quite simple and inexpensive. After the forms have been set in place and bolted together the concrete will be mixed in large rotary mixers and dumped into tanks placed on top of the moulds. A number of pipes will lead the mixture to various points in the roof, whence it will flow down and fill all parts of the moulds from the footings in the basement to the tip of the roof.

A complete set of moulds will cost $25,000, while the necessary plant will cost $15,000 more. Successful operation will require six sets of moulds to keep the men and machinery constantly employed. Thus it will be seen that a firm which intends to use the Edison moulds extensively will require a large amount of capital—$200,000 at least.

It is said that Thomas A. Edison will not be financially interested in the use of his moulds for housebuilding. He has devoted his time and his genius to the invention not with the thought of personal gain—he has already secured all the money he needs and cares for through other sources—but with the intention of placing within reach of the tenement dweller a home of his own in the country where he may live in comfort and with some degree of privacy. If Thomas A. Edison has accomplished this—and it would seem that he is well advanced on the high road to success—then he has performed an enduring service to all humanity.

WATERBOROUGH.

Waterborough, July 26.—Haying has commenced here and if the weather keeps fine the farmers will get a good start in haying.

Blueberries are getting ripe, and there is every appearance of a bumper crop on the blueberry plains, which will prove quite a thing financially for those who make a business picking them.

The new tubers are being shipped to the St. John market, the first shipment was made by C. H. Mott, last Thursday, the 22nd inst.

Thos. M. Wiggins shipped some green beans to market by this morning's boat.

Mr. and Mrs. William Gale, of St. John, were the guests of Mr. and Mrs. G. H. Gale Sunday. Mr. William Gale is a nephew of Mr. G. H. Gale.

The R. K. Y. C. fleet are passing through the Grand Lake today.

After Many Years.

Among the passengers on the Calvin Austin yesterday were Mr. J. A. Saunders, of Seattle, Mr. L. A. Saunders, of Boston, and the latter's daughter, Miss Hazel Saunders. Mr. J. A. Saunders left his home in St. John some 35 years ago, and is now making his first visit to his native city. Mr. L. A. Saunders has been a resident of Boston for the past 20 years, and is in the employ of the Boston Elevated. The brothers will visit friends in different parts of the province before returning to their homes.

Recovering From Injuries.

Mr. John Amos, who had his hand so severely injured by a concrete mixer at the Marsh Bridge about 12 days ago, is making rapid progress at the hospital. Two fingers and a thumb were torn off and the wound, which gave the patient great pain, is now beginning to heal.

MOTOR BOATS MAY OUST GONDOLAS

London, July 25.—The Venetian Gondola, like the London hansom, appears to be doomed, and for the same reason. When, in the early eighties, the little steamers made their first appearance on the Grand Canal, a first blow was given to the gondoliers whose customers largely deserted them for this cheaper and quicker mode of locomotion, and whose gondolas had their lives shortened by the greater wash of the waves, which is also held party responsible for the damage done to the foundations of various historic Venetian buildings.

Now a far more dangerous rival to the gondola has established itself on the lagoons in the shape of the motor boat. At first it was understood that this new means of conveyance would only be used between the hotels on the Lido and the railway station. Then a hotel-keeper in the town obtained permission from the Municipality to start a motor boat exclusively for the conveyance of his guests outside the canals of the city. Soon, however, this motor boat was seen plying in the canals; the gondoliers, alarmed for their vested interests, protested, but they were told that the launch in question was not a public one, but a private one, and could therefore go where it pleased, provided that no charge was made to its passengers.

A few days ago, however, matters came to a crisis. The gondoliers noticed that some tourists' luggage was being loaded on to a motor launch, in defiance of their immemorial right to the exclusive conveyance of luggage in Venice. The whole confraternity rose as one man, surrounded the launch, and forced the tourists to disembark and transfer themselves and their belongings to gondolas. When they arrived at the station, however, the tourists refused to pay, on the ground that they had already paid their fare in their hotel bills and that they had been compelled by force majeure to take gondolas.

The question has now been raised at the Municipal Council by the Socialists, who in this case are protecting an ancient custom, but the Conservative Mayor has taken the line that it is time to deprive the gondoliers of their monopoly in the interest of progress. In other words, Venice, the most beautiful of Italian cities, is to be modernized, like Rome, and its most characteristic feature is doomed. The "Queen of the Adriatic" must, forsooth, be made exactly like other cities; she must lose her unique charm, and put on the commonplace garb of less favored but more "progressive" cities. Soon the canals will be regarded as an antiquated mode of communication, and more will be filled up; then streets will have to be widened, and another long bridge constructed so that motors may circulate in the Piazza di S. Marco. Already an electric tram has profaned the once quiet and poetic Lido. Then an awful revenge may fall upon the innovators; the tourist may find Venice a second-class Hamburg and cease to visit it.

BARNESVILLE.

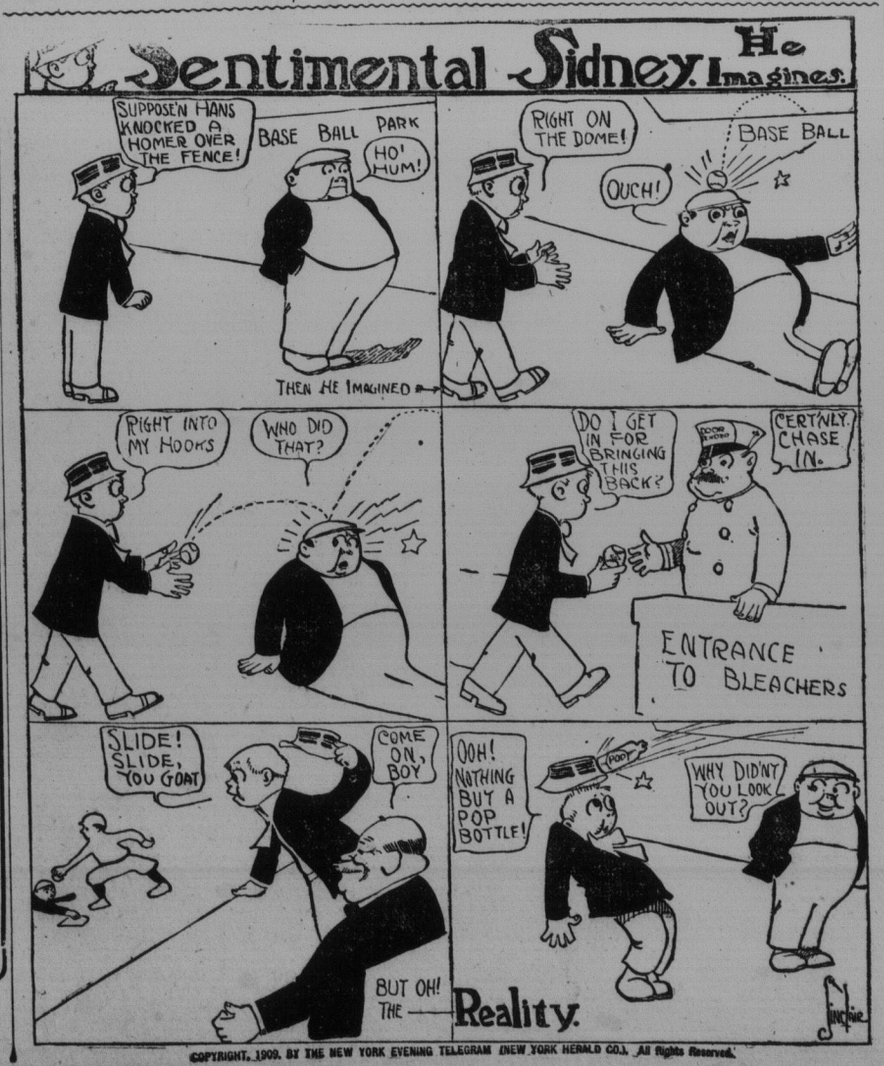
Barnesville, July 26.—The death occurred yesterday of Mrs. Mary, widow of the late John Kirkpatrick, after a lingering illnes of paralysis. Much sympathy is felt for this bereaved family, which consist of five daughters Mrs. John A. March, of Fairfield, St. John County; Mrs. J. Leonard Steele, of this place; Bell, Emma and Bessie, at home, besides two sisters and five brothers. This family will have the heartfelt sympathy of a large circle of friends, as she has endeared herself with all in whom she came in contact with, always ready and willing to help whenever called on in time of trouble. The funeral took place on Tuesday afternoon, conducted by the Rev. C. K. Whally.

Mrs. John Duncan, of St. John, arrived here on Saturday and will spend a few days with her mother, Mrs. Margaret Lawson.

Mrs. Fannie Titus, formerly of Upham, but now of St. John, north end, spent Saturday and Sunday with Mrs. J. W. Barnes.

Miss Maud Sherwood arrived home Saturday night after spending two very pleasant weeks with friends in Upham.

Mr. Louis Cabot, Mr. Geo. H. Richards and Dr. John L. Ames, of Boston returned to the city yesterday from Gaspe, on Mr. Cabot's private car Republic. The party have spent the past four weeks at Grand River.



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Notice of Sale

There will be sold at Public Auction at Chubb's Corner, so called, in the City of Saint John, on Wednesday, the Twenty Eighth day of July, A. D. 1909, at the hour of 12 o'clock noon, 24 shares of "THE JOSIAH FOWLER COMPANY, LIMITED" also a certain Promissory Note dated at St. John, N. B., January 18, 1909, made by C. T. Bailey whereby he promised to pay Six Months after the date thereof to H. A. Gardner, or Order, Twelve Hundred Dollars ($1200.00) at the Union Bank of Halifax, here, together with interest thereon at six per centum per annum, payable quarterly, with overdue interest upon the same from the nineteenth day of July 1908 duly endorsed by the said H. A. Gardner.

Dated this Seventh day of July, A. D. 1909.
R. G. MURRAY, Solicitor.
CHARLOTTE E. BOWMAN

TENDERS WANTED for 50 Harvard school desks and seats with adjustable irons and lifting lid, for pupils from 14 years upwards. Desks to be delivered at Provincial Normal School, Fredericton, N. B., by August 25th next. Size of desk to be 18 by 25 inches, without ink well holes. Tenders will be received at Public Works Department, Fredericton, addressed to Hon. John Morrissy, marked "Tenders for Desks," up to Saturday the 31st day of July.
D. B. WINSLOW,
Secretary.
Dept. of Public Works,
Fredericton, N. B.
July 23rd, 1909. 24-26-27-28-29-30

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70 Princess St. ST. JOHN, N. B.
Clifton House Building.

FOR SALE

For Sale—A New Motor Boat, excellent sea boat, 24 ft. keel, 27 ft. over all, 7 ft. beam, Gray 10 H. P. Engine, all in perfect order, cabin and engine room, 13 ft. For particulars apply to Jas. H. Crocket, Office of The Standard. 12-1

FOR SALE—One large oak refrigerator, built by Quinn, of Portland, Me., 13 ft. long, 7 ft. high, 3 ft. deep, with space for ice in centre. Can be delivered latter part of June. RAYMOND & DOHERTY, Royal Hotel.

WANTED

WANTED—Male Teacher wanted at Fairville. Apply to Dr. J. H. Gray.

WANTED—Two barbers wanted. Must be sober and good workmen. Steady job and best of wages. L. THOMAS, Box 40, Houlton, Maine. 12-Ins-D.

WANTED—A First Class Male Teacher for the Advanced Department and a Second Class Female Teacher for the Primary Department of the Harvey District No. 3 School. Apply to the undersigned, GEO. A. COONEY, Sec'y to Trustees, Harvey, A. Co. N. B. 16-6-1

LINOTYPE OPERATORS — Wanted, two experienced linotype operators. Must hold Union Card. Apply The Standard, St. John. 20-4-tf.

LOST

Lost—A roll of money between King Street near Germain and South Wharf. Liberal reward if returned to The Standard Office.

TO LET

To Let—The upper flat No. 29 Mecklenburg Terrace, containing drawing rooms, dining room, library, four large bed rooms, linen room, bath room servants rooms etc., heated, newly papered and painted throughout. Magnificent view. Apply to M. B. Edwards, No. 48 Market Square.

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Whole or Sliced.
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