CONQUERING THE ROCKIES FOR THE CONVENIENCE OF MAN

C. P. R.'s Colossal Work at the Big Hill Completed---A Splendid Investment.

Work has just been completed on the most colossal piece of tunnelling work that has ever been attempted in Canada in the finishing of the two famous spiral tunnels on the main line of the Canadian Pacific between Field and Hector, which will add several miles to the length of the track, together with over a mile of tunnelling and a couple of bridges, but will so cut the "Big Hill" grade as to more than double the tractive power of the locomotives. While the work meant the excavation of nearly three-quarters of a million cubic yards of virgin rock, the employment of a thousand men for nearly two years, the boring of about a mile and a half of tunnels through mountains ten thousand feet high, and the building of two bridges over the Kicking Horse River, it is estimated that it will prove a splendid investment for the C. P. R., as it will reduce the big grade from 4 to a maximum of 2.2 This will mean that the biggest obstacle to the running of trains over the Rocky Mountains has been removed, and htat in future on this section of the line two engines will be able to do much more work than four engines have hitherto been able to do at much less expense to the company, and with an almost complete elimination of the ever-present risk to life of operating trains on a steep grade.

Only Ballasting Now.

Mr. James A. Macdonnell, head of the Vancouver firm of Macdonnell Gzowski & Co., who had the contract for constructing this big work, stated that the whole work had been completed, so far as the contractors were concerned, some days ago, and that the miles of tunnels and cutting had been turned over to the company. All that now remained, said Mr. Macdonnell, was to complete the ballasting and track-laying and then this important improvement to the main line would be ready for trains.

"This improvement," said Mr. Macdonnell, "has meant 3 1-2 miles of work, of which 1 1-2 miles were tunnelled under mountains of ten thousand feet or more. While it increases the length of the line by 4 1-4 miles, at a cost of about $1,500,000, it will mean the reduction of the grade from 4.5 to 2.2 at the worst point, while the general grade will be less than 2 per cent.

Only Two Engines.

"The result of this will be that where on the old track with its big grade it took four engines to handle a train, now only two engines will be needed; and where the four engines used to be able to make only four or five miles an hour, the two engines on the new line will be able to make twenty-five. In this way the cost of operating a train over this difficult place of line will be cut to about one-third of present cost, with an improvement in the time of running, while the element of danger inseparable from high grades, has been practically eliminated. It is these factors which have induced the C. P. R. to go to such tremendous expense to cut out the famous 'Big Hill' grade."

Put in brief, the work which has now been completed is as follows:—Length of two tunnels, 1 1-4 miles; length of cutting outside of tunnels, 7 miles; increase in length of track, 4 1-4 miles; reduction in grade, from 4.5 to 2.2; approximate cost of work, $1,500,000; number of men employed, about 1,000, with complete outfit of steam equipment; time of work, twenty months, from October, 1907, to July, 1909; rock removed, about 650,000 cubic yards.

Unprecedented Amount.

To cut out this enormous amount of rock, of which there were 500,000 cubic yards in the open cutting and 150,000 cubic yards in the tunneling, an unprecedented amount of blasting was done. During the twenty months of work Mr. Mcdonell stated that no less than 75 carloads of dynamite had been used, or upwards of 1,500,000 pounds of the explosive. The cost of this almost unthinkable quantity of explosive alone came to over $260,000.

The conformation of the new track, said Mr. Macdonell, is most peculiar. Coming from the east, the road first enters the western corkscrew tunnel of 3,200 feet under Cathedral Mountain. Emerging from the tunnel twist the track runs back east across the Kicking Horse River, and then enters the eastern spiral tunnel of 2,910 feet under Wapta Mountain, and after describing an elliptic curve emerges to again cross the Kicking Horse westward. The whole thing is a perfect maze, the railway doubling back upon itself twice, tunnelling under mountains and crossing the river twice in order to cut down the grade. The two tunnels alone involved an excavation of 130,000 cubic yards of rock, while over 500,000 yards were blasted out in the other cuttings.

Steam Shovel First.

During the tunnel work the contractors for the first time in Canada operated steam shovels by compressed air, one of these machines being installed at the working head in each tunnel, the cutting being worked from opposite ends. Despite the complicated work caused by the spiral shape of the tunnels, they met exactly, and the work has been completed with marvellous exactness.

This is not merely the greatest piece of tunnelling ever attempted in Canada, but the first introduction of the spiral system of tunnels on this continent. The successful completion of so vast a work is regarded with relief by the officials of the C. P. R., and the contractors have been congratulated on all sides over their work, the more so that it was executed in so short a period of time, and without a single strike amongst the employes.

BAYSWATER.

Bayswater, N. B., Aug. 18.—The grain and root crops in this section are looking well and will be well up to the average.

The efforts put forth by our local representatives to have a new wharf built at Sand Point, which is only a few miles distant from Bayswater, is being well received by the people.

Miss Edna Thorne, of Brown's Flats who has been engaged as school teacher, will begin her duties on the 26th.

MARINE NEWS

Daily Almanac

Sun rises today	5.38 a. m.
Sun sets today	7.16 p. m.
Sun rises tomorrow	5.39 a. m.
Sun sets tomorrow	7.14 p. m.
High water	2.59 a. m.
High water	3.13 p. m.
Low water	9.05 a. m.
Low water	9.31 p. m.

Port of St. John.

Arrived Aug. 20.—Str. Oruro, 1249, Bale, West Indies, etc., via Halifax, Wm. Thomson and Co., general; str. Calvin Austin, 2853, Pike, Boston, W. G. Lee, mdse. and pass.; str. Leuctra, 1949, Hilton, Manchester, Wm. Thomson and Co., general cargo.

Coastwise—Schr. Walter C, 18, Belding, Musquash; strs. Aurora, 182, Ingersoll, Grand Manan and cld.; Centreville, 32, Graham, Sandy Cove, and cld.; Mikado, 48, Lewis, Windsor; Westport III, 49, Coggins, Westport, and cld.; schr. Sea Flower, 10, Thompson, Chance Harbor; Marion T, 30, Morse, Grand Harbor; Walter C, 18, Belding, Musquash, N. B.

Cleared—August 20.

Schr. Harold B. Cousens, 360, Williams, Vineyard Haven; schr. Jennie C, Branscombe, Scituate, Mass, Stetson, Cutler & Co.

Coastwise—Schr. H. A. Holder, Rolf, Alma; Frances, Gesner, Bridgetown; str. Mikado, Lewis, Apple River; Hustler, 44, Hill, Wolfeville, N. B.; Elys Gorham, 78, Gorham, Digby, N. S.

Sailed—August 20.

Str. Ransom B. Fuller, 1023, Mitchell, Boston via Maine ports, W. G. Lee, pass. and mdse.

Vessels Bound To St. John.

Steamers.

Bangor, s'l'd from Las Palma, Aug. 17.

Pontiac, Manchester, July 29.

Rappahannock, London, Aug. 11.

Cathia, s'l'd from Glasgow, Aug. 19.

Queen Wilhelmina, s'l'd from Philadelphia Aug. 19.

Barks.

Robert Grafton, Galway, July 31.

Schooners.

Georgia D Jenkins, Portsmouth, N H, July 27.

Priscilla, from Boston, Aug. 7.

Eva C, s'l'd from Vineyard Haven, Aug. 18.

Arthur M. Gibson, s'l'd from Vineyard Haven, Aug. 18.

Pesasquid, s'l'd from Vineyard Haven, Aug. 18.

Ethel B. Gardner, cld., New York, Aug. 16.

Fannie, passed Machias, Aug. 16.

Lois V. Caples, cld., Eastport, Aug. 16.

Buelah, s'l'd from Boston Aug. 19.

Tay, s'l'd from Boston Aug. 19.

Lucia Porter, pas'd Vineyard Haven Aug. 19.

Vessels in Port.

Steamers.

Milton, 2094, Egan, Wm Thomson and Co.

Tanagra, 2159, Lockhart, Wm. Thomson and Co.

Dominion, 258, Norcott, R P and W F Starr.

Leuctra, 1949, Hilton, Wm. Thomson and Co.

Barks.

Africa, 668, Nilsonn, Wm Thomson and Co.

Schooners.

Aldine 199, A. W. Adams.

Almeda Willey, 493, Hatfield.

Annie M. Parker, 399, R. C. Elkin.

Calabria, 530, McLean, J Splane and Co.

Clayola, 123, Berryman, J W Smith.

Cheslie, 295, Brown.

Elma, 299, Miller, A W Adams.

C J Colwell, Sabean, A Cushing & Co.

Clifford White (Am.) 259, Faulkingham, C M Kerrison.

C P Colwell, 82, Sabean, C M Kerrison.

Gypsum Queen, 604, Hatfield, A W Adams.

Jennie A. Stubbs, 159, Dickson.

Lizzie N. Patrick, (Am.) 412, Machias, J. Splane and Co.

Margaret May Riley, 240, Richards.

Methebesic, 318, Outhouse.

Minnie Slauson, 271, Murphy, master.

Moama, 384, Williams, P. McIntyre.

Rewa, 124, McLean, D J Purdy.

William L Elkins, 229, J W Smith Rimouski.

Winnie Lawry, 215, Smith, D J Purdy.

Witch Hazel, 239, Kerrigan, A. W. Adams.

Charters.

Str. Ribson, 1962, will load deals at Campbellton for United Kingdom a or about 37s 6d, prompt sailing.

Marine Notes.

The schr. Demerarsland for Madeira was mistakenly reported by the Herald as being spoken by bark Martha in lat. 30, long. 60, for she was reported as being at Macoris on the 18th.

The three-masted schooner Mary Hendry from Liverpool, N. S., July 28, for the Azores, arrived at her destination after an exceedingly quick passage of eleven days.

The Cunard Line are thinking of building another vesel to go with the Lusitania and Mauretania, to take the place of the Slavonia lost some time ago.

Imports.

From Barbados ex Oruro—200 bbls. sugar, Baird and Peters; 175 puns, 100 bbls. molasses, A. F. Randolph; 5 puns do., Jones and Schofield; 200 bbls. sugar, Crosby Molasses Co.

From St. Lucia—1 cask, 1 bbl. hides, St. John Hide Co.

From Dominica—50 cs. limes, J. Lawson; 18 bags cocoa, T. and S.; 7 cs. cocoanuts, St. John Mercantile Co.; 50 hhds. limes, W. F. Brennan; 21 hhds. do., J. P. Van Laer and Co.; 2 cs. limes, Union Club; 2 cs. do., E. O'Shaughnessy.

From Bermuda—1 dog, L. C. Prime. Also goods from other points.

Exports.

Per schr. Jennie C, 98, for Scituate, Mass., 1,292,500 cedar shingles, Stetson, Cutler & Co.

Per schr. Harold B. Cousens, 360, for Vineyard Haven, 270,403 ft. spruce plank, 800 spruce laths, A. Cushing & Co.

CRETE, ON THE WARPATH, IS WORRYING ALL EUROPE AGAIN

Types In Crete. A Cretan Insurgent And a Cretan Lady.

Somebody's dropped a match again into the powder magazine of Europe.

That's the island of Crete, which next to the Balkan peninsula, is stirring up more trouble oftener than any other part of the world.

Crete is a mountainous island south of Greece, not as great in area as Prince Edward Island. But it's got half the biggest powers of Europe, sitting up nights over it, and talking war and invasions and slaughter.

Used to It.

They're used to it in Crete. They've been kicking up trouble for some 22 centuries. The present trouble is the seventh serious one since the early sixties.

Crete has been in the grip of Turkey since 1699, and all the rebellions have been instituted against Turkish rule—and misrule. In the last three insurrections, the Cretes have started things by tearing down the Turkish flag and hoisting that of Greece.

The lowering of the star and crescent always stirs the Ottoman empire, and this time the Sultan is demanding that Greece do something more than merely declare neutrality.

The island is under the suzerainty of Turkey, but has had a Greek governor since the disastrous Turk-Greek war of 1898. Great Britain, France, Russia and Italy have been sitting in to see that the situation remains as it is. Prince George of Greece was the first governor, but was succeeded three years ago by M. Zaimas, former Greek minister of foreign affairs.

A series of wars distinguished the nineteenth century history of the Cretes. There was one in 1868 which was broken by promises of the Turkish Sultan to institute reforms. He didn't keep his word, and war broke out again in 1878. This time the sublime porte appointed a Christian governor to appease his subjects. The revolt crushed, he appointed a Moslem military governor over the Christian civil governor.

Broke Out Again.

War broke out again in 1894, when the Turkish military governor was abolished. Things speedily became worse, however, and a new revolt started in 1896 which caught the sympathy of Greece and resulted in a war between Greece and Turkey. A year ago, during the trouble in the Balkans, Crete took advantage of the confusion to proclaim her independence again, but was repressed by the powers.

The population of Crete is predominately Christian. Sheep herding and cultivation of olives and tropical fruits occupy the people.

THE SCHEME FOR A CHEAPER IMPERIAL CABLE SERVICE HAS FALLEN FLAT AT THE INSTANCE OF THE CANADIAN GOVERNMENT

Continued From Page 1.

the Empire had in view. He believed that the direct result would be the immediate lowering of rates. The public are under the heel of the monopoly with respect to electric communication with the outside world. Private and public interests are being bled to fill the pockets of the monopolists. This is a matter of vital importance not merely to commercial and private interests, but to imperial unity, for nothing can be a more powerful factor with them than mutual information and knowledge to be promoted by cheap and rapid inter-communication.

It is said that the South African war would have been prevented had a cable message to Cecil Rhodes at one stage been possible instead of a letter. But the tenticles of corporations seem to have reached members of the federal government at Ottawa and several prominent men were here this spring lobbying members of the government and parliment on behalf of the cable companies.

The Chief Opponent.

The chief opponent of the cheaper cable scheme is stated to have been the Minister of Justice, Hon. A. B. Aylesworth. Another strong opponent of Canadian action is stated to have been Sir. Richard Cartwright, and it is a curious thing that despite the agitation for state cables and despite the still more immediate danger of Marconi, who is transmitting wireless messages across the Atlantic at half the company's rate, the value of cable stocks has been going up.

Mackay Common (Commercial Cable Co.) has risen ten points in the past five months. Possibly the company has been in possession of pretty sure intimation that Canada would not move in cable matters. Persons close to ministers of the crown have speculated profitably in cable stocks. Mr. Lemieux was apparently the last member of the Government to learn that Canada would positively not enter into the discussion of cable matters. The public are thus in the humiliating position of having been exploited by financial manipulators, who knew more of the policy to be pursued by the Government than did the member of it who had the matter in hand, and who was allowed to believe up till the last moment that any difficulties where presented themselves would be swept aside.

A Brief Resume.

A brief resume of the whole matter is necessary. The scheme of an "all red" electric girdle of the earth is the outcome of the prophecy and advocacy of Mr. Henniker Heaton, the well known British parliamentarian, and father of the penny postage. For some years he has insisted that the time for penny cablegrams has arrived, and that as a factor in the development of the Empire it is necessary.

The idea of cheaper cables was taken up by Great Britain herself and by the Dominions beyond the seas including Canada. The Right Hon. Sydney Buxton, the British Postmaster General, became its advocate as did Hon. Rodolphe Lemieux in Canada, who, however did not contemplate that the price of cablegrams could at this stage be reduced so low as one penny per word, but thought a drop from 25 cents a word as present commercial rate, to ten cents a word might be feasible.

By public utterances both inside the House of Commons and outside of it, the public were led to believe that the proposal had gone so far that formalities only remained to complete the arrangement.

The Hitch.

Then a couple of months ago came news that a hitch had occurred. The Right Hon. Mr. Buxton, in speaking at the Imperial Press Conference in London, stated that negotiations for the establishment of a cheaper Imperial service had been delayed at the request of Hon. Rudolphe Lemieux, the Canadian Postmaster General. Mr. Lemieux, when interviewed by your corespondent, confirmed this, adding that the information that had necessitated the delay had been occasioned by trouble with the land companies operating in Canada. He pointed out that in Great Britain there was no difficulty, the land telegraph lines being owned by the government, and so the government could dictate terms to cable companies, but in this country the land lines were owned by corporations, and so terms had to be arranged with them. Mr. Lemieux, however, said he hoped to have a statement to give the public within a few days.

Nothing to Give Out.

On a representative of the press calling for the promised statement, he was informed that Mr. Lemieux found himself unable to give anything out at present, but that he would do so from Murray Bay, Quebec, whither he was going for a brief holiday. Meanwhile, the desired cabinet meeting was held, at which the fond dream of Mr. Lemieux was dispelled and his hopes destroyed of being able to acomplish something great for the good of his country. The Canadian Government deliberately declared itself unable to take part in the movement subscribed to by all the other countries of establishing a cheaper cable service within the Empire.

Bonds of Sentiment.

The present Government has repeatedly propounded the doctrine that the bonds that bind Canada to the mother country are those of sentiment only. This is amply verified by the case under discussion. Mr. Asquith, the British Prime Minister, on June 30, received a deputation from the Imperial press conference which pressed on him the need of state action against the Atlantic cable monopoly. Mr. Asquith expressed hearty sympathy with the idea of cheaper electric communication, and while pointing out that it would be desirable to wait until Marconi demonstrated what he could do in the way of increasing the volume of his wireless messages across the Atlantic, which Marconi promised to do by September. He (Mr. Asquith) said the British government would be ready then to look into the question. But now the decision of Canada not to even discuss the matter blocks practically an examination of even the Atlantic cable issue. This means almost incredible, but there is unimpeachable authority for stating it to be the fact.

Canadian Ports.

St. Peters, N. S., Aug. 20.—Sch Brenton, Fougers, Descourse to Sydney; Str Richmond, Micheau, Marble Mountain to Mulgrave and returned; Sch Secret, McDonald, Charlottetown to St. Peters; Sch Carrie, Boudret, Buctouche to Sydney; Sch Fama, Gerrier, Arichat to Sydney; Sch Mary E, Burk, River Bourgoeise, bound fishing; Sch Lumen, Diex, Sampson River, Burgeoise to Marble Mountain; Sch Dart, Larandor, Buctouche to Little Bras, D'er; Str Marlaw, Hickman, Newfoundland Ports to Halifax; Sch E B Marvin, Murray, Grand River, P Q to Sydney; Sch Howard, Murray, Chatham to Sydney.

British Ports.

London, Aug 20.—Arrived str Samland, Philadelphia for Antwerp.

Leghorn, Aug 20.—Arrived str Calabria, New York.

Suez, Aug 20—Arrived str Kasama, Calcutta and Colombo for Boston and New York.

Swansea, Aug 19.—Arrived str Romney, St. John, N. B.

Preston, Aug 19.—Sailed str Hugian, Canada.

Foreign Ports.

Portland, Me Aug 20.—Arrived str North Star, New York.

Boston, Aug 20.—Arrived Sch Louise (Br), Musquodoit, N S.

Philadelphia, Aug. 20.—Arrived—Str. Henry D. May, Halifax, N. S.

Cleared—Str. Taff, Sydney.

Stonington, Conn., Aug. 20.—Sailed—Schr. Isaiah, Stetson, St. John, N. B.

New York, Aug. 20.—Arrived—Str. La Lorraine, Havre.

City Island, N. Y., Aug. 20.—Bound south—Schrs. Ruth Robinson, St. George, N. B., via Norwalk, Conn.

Bound east—Strs. Diana, New York for Windsor, N. S.

Tug Gypsum King, New York for Spencers Island, N. S., towing barges Wildwood, Ontario and Lewis H., St. John for Windsor, N. S.

Vineyard Haven, Mass., Aug. 20.—Arrived and sailed—Schrs. T. W. Cooper, Westerly, R. I., for St. John, N. B.; Merriam (Br.), St. John for do.; Helen Shafner (Br.), Campbellton, N. B., for do.; Barcelona (Br.), Halifax, N. S., for do.; Lewis (Br.), Perth Amboy for Sydney, C. B.

Sailed—Schr. Murel B. Waters (Br.), Shelburne, N. S., for New York.

Passed—Schrs. Helen Montague, South Amboy for Yarmouth, N. S.; T. W. Dunn, for Bridgewater, N. S.

New York, Aug. 20.—Cleared—Str. Rosalind, Nalifax and St. Johns, N. F.; Schrs. Freedom, Dartmouth, N. S.; Maple Leaf, Norfolk, Waegwoltic, Halifax.

Sailed—Str. Prince Arthur (Br.), Yarmouth, N. S.; Schr. Oriole (Br.), St. John, N. B.

Mr. William Nevins, of Liverpool, England, and his sister, Miss Janie Nevins, son and daughter of the late Mr. James Nevins, once a prominent shipbuilder and ship owner here, are visiting relatives in the city.

WEDDINGS.

Lee—Skinner.

A pretty wedding took place on Thursday evening, when Rev. J. W. B. Stewart united Miss Bertha Skinner of 31 Portland street, to Mr. Alfred Lee, the well-known catcher of the Clippers. The ceremony was held at the home of the bride, who was prettily attired in a white silk gown. The bride was given away by her father. Only immediate friends and relatives of the contracting parties were present. The groom's gift to the bride was a handsome pearl ring. The young couple received many beautiful and costly presents. Mr. and Mrs. Lee will reside at 31 Portland street.

Mitchell—Williams.

On Wednesday at St. Mary's rectory, Mr. John H. Mitchell and Mrs. Sarah A. Williams were united in marriage by Ven. Archdeacon W. O. Raymond. The bride is a resident of St. John, and the groom who has been in the employ of the Western Union for a number of years, is a resident of Woodstock. The bride was attired in a travelling suit of steel grey, with black jet hat with steel grey roses. The groom's present to the bride was a gold bracelet set with diamonds. Mr. and Mrs. Mitchell take with them the best wishes of their many friends in St. John. They will reside in Woodstock.

EDUCATIONAL

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Michaelmas Term begins TUESDAY, September 14th.
To Junior Boys entering this year two scholarships are open for competition.
For Illustrated Calendar and all information apply to the Head Master.
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7-17 tf.

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Course leading to M. L. A. Degree. Scholarships for worthy students.
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Affiliated with Emerson College of Oratory, Boston. Graduates from this department at Mount Allison, may enter the Senior year at Emerson.
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In charge of John Hammond, R. C. A., and equipped with Pictures, Casts, etc., to the value of $75,000. Courses in Designing, Etching, Wood Carving and Leather Tooling have been arranged.
Write for Calendar
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Next Academic Year Begins September 30th
Fourteen County Scholarships of $60 each. An Asa Dow Scholarship ($90) for First Class Male Teachers. Other prizes and Scholarships.
Well arranged Courses in Arts and Applied Science. Science courses include Civil Engin-Science, Electrical Engineering and Forestry. Thorough and complete.
Write for Calendar.
C. C. JONES, LL. D., Chancellor.

AN EDUCATIONAL EXPERT HAS THIS TO SAY OF
Acadia Ladies' Seminary
WOLFVILLE, N. S.
What impressed the writer was the admirable system that prevailed in the management and in every department of work; that kindly personality and tact, the influence of which is so graceful in young people; the genial sympathy in the relations between teacher and pupil, and the interest which each one seemed to feel in the work of the day. An education under such conditions is indeed a great asset.—Educational Review for February, 1909.
The new catalogue for 1909-1910, giving in detail full information concerning Course offered, Teachers, Buildings, Equipment and the Unsurpassed Advantages, only possible at this school, can be had by applying to the Principal.
DR. H. T. DeWOLFE, Wolfville, N. S.

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WOLFVILLE, N. S.
The Next College Year will Begin October 8th, 1909.
The institution offers a course of four years, leading to the degree of Bachelor of Arts; a course of four years, leading to the degree of Bachelor of Science; an Engineering Course of two or three years, qualifying for entrance to the third year of the large Technical Schools; a course of four years leading to the degree of Bachelor of Theology, and Special Courses for those desiring only selected studies.
The New Carnegie Science Building beautiful and finely equipped, will add materially to the facilities afforded future students. Address,
THE REGISTRAR, Wolfville, N. S.

Horton Collegiate Academy
Affiliated with Acadia University—A Residential School Re-Opens Sept. 8, 1909.
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FOR SALE
FOR SALE—One large oak refrigerator, by Quinn, of Portland, Me., 13 ft. long, 7 ft. hi ft. deep, with space for ice in centre. Can be livered latter part of June. RAYMOND & HERTY, Royal Hotel.
For Sale—A South African Land Grant, to Box 527, North Sydney, C. B.

WANTED
Wanted—50 Men for Railroad Constr Work. Wages $1.75 per day. Board 50 cen day. Work will last 4 months. Apply to Jo McMartin, Stanley, N. B.
Wanted—By September 1, a matron fo King's Daughter's Girls' boarding house; by letter to Executive, 13 Prince William
WANTED—A girl to fill first-class permanent situation. Apply in own writing. References required. AM CAN STEAM LAUNDRY.

LOST
Lost—A roll of money between King Stree Germain and South Wh. Liberal rew returned to The Standard Office.

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