FIGHTS FOR THE FLAG

George II. at Dettigen.

June 27, 1743.

Towards the close of the month of June 1743, a great army of 40,000 gallant men, under a British general, Lord Stair, lay bewildered and helpless in the narrow valley, some eight miles long, betwixt Dettingen and Aschaffenburg. It seemed a doomed army. In the judgment of their exultant enemies, at least, the shadow of swift-coming surrender and captivity lay upon it. In that German valley, the tragedy of the Caudine Forks, they thought, was to be translated into modern terms at British cost! An English king, too, the last crowned British monarch who commanded an army in actual battle, was in that imperilled host. And to the light-tripping French imagination there had already arisen the golden vision of a captive English king, with his subjugated troops, being led in triumph through the streets of Paris; thus compensating distressed French pride for the disasters of Crecy and of Poitiers, and the promenade of John I. as a captive through London!

France, it is to be noted, has enjoyed few "consolations" of this character. Great Britain is not generally looked upon as a "military" nation; her true field is the sea. Yet, to quote Alison:—

"She has inflicted far greater land disasters on her redoubtable neighbor, France, than all the military monarchies of Europe put together. English armies, for one hundred and twenty years, ravaged France, while England has not seen the fires of a French camp since the battle of Hastings. English troops have twice taken the French capital; an English king was crowned at Paris; a French king rode captive through London; a French emperor died in English captivity, and his remains were surrendered by English generosity. Twice the English horse marched from Calais to the Pyrenees; once from the Pyrenees to Calais; the monuments of Napoleon in the French capital at this moment owe their preservation from German revenge to an English general. All the great disasters and days of mourning for France since the battle of Hastings—Tenchebray, Crecy, Poitiers, Azincour, Verneuil, Crevant, Blenheim, Oudenarde, Ramillies, Maplaquet, Minden, Dettingen, Quebec, Egypt, Talavera, Salamanca, Vittoria, the Pyrenees, Orthes, Waterloo—were gained by English generals, and won, for the most part, by English soldiers. Even at Fontenoy, the greatest victory was snatched from its grasp solely from want of support on the part of the Dutch and Austrians. No coalition against France has ever been successful in which England did not take a prominent part; none in the end has failed of gaining its objects, in which she stood foremost in the fight."—Alison's "Life of Marlborough," ii, 432.

By all the known and ordinary rules of war, the position of the allied army at Dettingen was hopeless. To the north rose, steep and trackless, and black with pines, the Spessart hills. To the south—its banks here and there liquefying into a sour morass—flowed the river Maine. The strip of valley betwixt river and hills averaged not more than half a mile in width; and on the high southern bank of the Maine, which commanded, as the broadside of a frigate might command a yacht, the low and narrow valley, wet and treacherous with bogs, where the British were stranded, was a great French army, 70,000 strong, under the most famous of living French generals, the Marshal de Noailles. A master of the art of war, De Noailles had thrust a strong force over the bridges at Aschaffenburg across the van of the allied army, barring its march. He had drawn 23,000 men across the Maine at Dettingen, cutting Lord Stair from his base at Hanau and from Dettingen to Aschaffenburg French batteries, perched on the high southern bank of the Maine, stood ready to scourge with fire the narrow valley opposite, crowded with a stranded and starving army.

The most serious feature in the position of the allied army was the fact that its communications were cut, and its supplies exhausted. An army, according to Frederick the Great, 'moves on its stomach," and the British stomach, in that strait little valley north of the Maine, had got past the marching stage. There was a scanty supply of unripe rye for the horses, and a yet scantier supply of unnutritious ammunition bread for the men; but the interval betwixt that host of 40,000 hungry soldiers and mere famine was measurable by hours. De Noailles, in a word, was applying in 1743, to the British army he had caught in so pretty a trap, the very treatment which Bismarck applied to Paris in 1870. He was allowing it to "stew in its own juice," and was superintending the process with a dainty ingenuity which, from the abstract military point of view, was altogether admirable.

Of that imperilled 40,000 only 16,000 were pure British; the rest were Hanoverians, Hessians, &c., hired and nourished by British gold. But the experiment of trying to starve into tame surrender 40,000 soldiers of British or German stock, with muskets in their hands, is a somewhat perilous business for even the most adroit of military artists. Soldiers of British or kindred blood, their native courage edged and made dour by hunger, are very apt, in such straits, to turn on their tormentors, and, in violation of all the rules of war, tumble them into ruin. As Carlyle puts it, "40,000 enraged people of English and other Platt-Teutsch type would have been very difficult to pin up into captivity or death, instead of breakfast. . . . The hungry Baresarks, their blood fairly up, would find or make a way through somehow." And the story of the battle of Dettingen is the tale of how those 16,000 hungry and angry British soldiers—for they did most of the fighting—with all generalship and all the advantages of ground against them, by sheer, dogged, unscientific, and what their enemies complained was mere "stupid" fighting—the fighting of the rank and file, the actual push of reddened bayonets, and the blast of volleys delivered so close that they seemed to scorch the very flesh of their enemies—burst through De Noailles' toils, tumbled that ingenious general in mere ruin across the Maine, and turned starvation into victory.

The unhistorical reader may wonder how it came to pass that in 1743 a British army, with a British monarch as its head, was running the risk of capture in Central Germany, and under the shadow of the Bavarian hills. Carlyle somewhat unkindly pictures the typical modern Englishman dandling of the universe in mere amazement, "Battle of Dettingen, Battle of Fontenoy—what in the devil's name were we doing there?" He adds that the only answer is, "Fit of insanity, delirium tremens, perhaps furens, Don't think of it!" An educated man is expected to know "who commanded at Aigos-Potamoi, and wrecked the Peloponnesian War. But of Dettingen and Fontenoy, where is the living Englishman that has the least notion, or seeks for any?" With one consent we have tumbled the Austrian succession war into the dustbin, and are cheerfully content that it should lie there. It belongs to those wars which may be described as "mere futile transitory dust whirlwinds, stilled in blood;" spasms of pure distracted lunacy on a national scale. "The poor human memory," Carlyle adds, "has an alchemy against such horrors. It forgets them!"

But this is only an example of Carlyle's too energetic rhetoric, and his own more sober judgment may be quoted against his swift and sword-edged epithets. In the war with Spain picturesquely labelled from "Jenkins's ear," the statemanship of England was on one side; the dim, inarticulate instinct of its common people was on the other. And the people were wiser than the statesmen! Walpole was forced into war against his will; and, as he listened to the bells of St. Paul's ringing in exultation when war broke out, he said, bitterly, "They may ring their bells now; before long they will be wringing their hands!" Yet, if ever war was justifiable, that against Spain in 1739 was.

Spain claimed to be mistress, by decree of the Pope, of all the seas and continents covered by the vague title of "the Spanish main"; and so for two centuries, whatever was the case in Europe, perpetual war raged in the Tropics. South of the line the British trader was driven by stress of necessity to become a buccaneer, and from the days of Drake the unfortunate Pope's decree had been slashed with cutlasses and rent with sea-cannon till it became a thing of rags. The claim of Spain to keep half the world locked up, from the common life of the race, under an ecclesiastical seal, was a menace to civilisation. "To lie like a dog in the manger over South America," reflects Carlyle, and say, snarling, 'None of you shall trade here, though I cannot,' what Pope, or body of Popes, can sanction such a procedure? . . . Dogs have doors for their hutches, but to pretend barring the Tropic of Cancer—that is too big a door for any dog!"

By the Assiento treaty the British were allowed to despatch one ship, not exceeding 600 tons, to the Spanish main each year; but what parchment skin of treaties could keep the volume of the world's trade flowing through such a petty squirt! Illegal traders in the Spanish main abounded, and Spanish guards costas were not gentle in their method of suppressing them. Captain Jenkins, with his vessel the Rebecca, sailing from Jamaica to London, was stopped and searched off the coast of Havanna, by a Spanish revenue cutter. Jenkins was slashed over the head with a cutlass, and his left ear half chopped off. A Spanish officer then tore off the bleeding ear, flung it in its owner's face, and bade him "carry it home to his king, and tell him what had been done." The story of how that little morsel of brown, withered human flesh turned out a spark which kindled the inarticulate slow-burning wrath of the English nation into a flame, and swept England itself into war, is told in the following chapter. Carlyle himself says:—

"The 'Jenkins's ear, question which once looked so mad, was sane enough, and covered tremendous issues. Half the world lay hidden in embryo under it. 'Colonial Empire'—whose it is to be? Shall half the world be England's for industrial purposes, which is innocent, laudable, conformable to the multiplication table, at least, and other plain laws? Or shall it be Spain's, for arrogant, torpid, sham-devotional purposes, contradictory to every law? The incalculable 'Yankee nation' itself, biggest phenomenon (once thought beautifullest) of these ages, —this, too, little as careless readers on either side of the sea now know it, lay involved. Shall there be a Yankee nation, shall there not be? Shall the new world be of Spanish type, shall it be of English? Issues which we may call immense! Among the then extant sons of Adam, where was he who could in the faintest degree surmise what issues lay in the Jenkins's ear question? And it is curious to consider now, with what fierce, deep-breathed doggedness, the poor English nation, drawn by their instincts, held fast upon it, and would take no denial, as if they had surmised and seen. For the instincts of simple, guileless persons (liable to be counted stupid by the unwary) the sometimes of prophetic nature, and spring from the deep places of this universe."

But to the "Jenkins's ear" question was added yet another, of scale almost as huge. In 1733 the Bourbon houses of Paris and Madrid framed betwixt themselves the famous "Family Compact," of of a series of such compacts which Burke has described ast "the most odious and formidable of all conspiracies against the liberties of Europe that have ever been framed." By this "Compact" the foreign policy of two great nations, it was agreed, should be "guided exclusively by the interests of the House." France was to aid Spain with all her forces by land and by sea, whenever Spain chose to warn England absolutely off the Spanish main. The two branches of the Bourbons, in a word, were secretly pledged as allies in a policy which threatened the freedom of Europe in general; and England, as the chief Protestant and freedom-loving Power, was specially menaced. Its maritime supremacy was to be ruined. The attack on the Austrian succession was but an attempt to carry out the hateful principles of the "Family Compact." Frederick of Prussia, bribed by the hope of Silesia, had joined France and Spain. France claimed the Netherlands, Spain half Italy, and Gibraltar was to be wrested from Gret Britain. In wise self-defence England was aiding with purse and musket the gallant fight Maria Theresa was making for the patrimony of her child. Yet nominally there was no war betwixt England and France when the battle of Dettingen was fought; and this explains Horace Walpole's famous epigram, "We had the name of war with Spain without the thing, and war witht France without the name."

On June 19, 1743, George II., with his son the Duke of Cumberland, who won an evil fame afterwards as "the butcher of Culloden," rode into Lord Stair's camp at Aschaffenburg. Royal father and son, betwixt them, had not military intelligence enough to make up a twentieth-rate general; but both had an abundant stock of that primary element in a soldier, mere fighting courage. George II. Carlyle describes grimly enough as "a mere courageous Wooden Pole with cocked hat on top"; while of his son, the Duke of Cumberland, he declares that he "knew little more of war than did the White Horse of Hanover." But the quality of bulldog courage has been the attribute of the Welf race since the days of Henry the Lion, and both father and son possessed this in a shining degree. The second George, it is true, had not many other titles to human respect. Thackeray describes him as "a dull little man of low tastes." He had neither dignity, learning, morals, nor wit. He was "a little red-faced, staring kinglet"; there was no external signature of royalty upon him. Bielfield, quoted by Carlyle, has drawn a curious little pen picture of this second of the Georges: a little man, of violent red complexion, with eyebrows ashy-blonde, and parboiled blue eyes, flush with face, nay, even standing in relief from it, "after the manner of a fish"! George had the manners of a clown, and the morals of a "wecher." Every one remembers how, when his dying wife bade him marry again, this remarkable monarch replied, through his sobs, "No, no! I will have mistresses"! The Duke of Cumberland, morally, was, no doubt, an improvement on his father. At least, he had that rudimentary sense of honour which teaches a man to scorn a lie. But he was "of dim, poor head," and had not the faintest vestige of military skill. But he was "as brave as a Welf lion." Both father and son, indeed, would have shone as hard-swearing, hard-fighting, red-faced privates.

And yet it may be doubted whether father and son were not, on the whole, exactly the leaders which the desperate task before the allied army needed—enough to know how desperate the situation was. A better general might have tried manoeuvers, and De Noailles, with all his advantages of numbers and position, would have beaten him hopelessly. The case was one which needed not so much brains as hard-pushing bayonets. "In Teuton populations," says Carlyle, "on that side of the Channel, or on this, there is generally to be found, when you apply for it, an unconscious substratum of taciturn inexpugnability, with depths of potential rage almost unquenchable. Which quality is, perhaps, strengthened by their 'stupidity' itself—what neighbors call their 'stupidity'—want of idle imagining, idle flurrying; ay, want even of knowing." For mere fierce, dogged, hard-thrusting, close-pressing combat—the business in which lay the one hope of the allied army—George II. and his 'martial Fat Boy,' the Duke of Cumberland, were not unfit leaders."

For the rest, the British troops at Dettingen were of fine fighting quality. The mere names of the regiments stir one like the rolling cadence of a passage from Homer: "Ligonier's Horse," "Onslow's Foot," "Cope's Dragoons," "the Horse Guards Blue," "the Scots Greys," "the Grenadier Guards," "the King's Regiment," the Scotch Fusiliers," "the Welsh Fusiliers," &c. The Earl of Stair himself was a Scottish veteran, familiar with battles, though not a "lucky" soldier. Perhaps the finest soldier amongst the British was Ligonier, who had played a gallant part in Marlborough's campaigns. In the battle of Malplaquet, he had twenty-three bullets through his clothes, and was unhurt! But Ligonier had a gen-lus for discipline, and he did for what is now the 7th (Princess Royal's) Dragoon Guards, what Sir John Moore did for the Light Division—he made it a fighting instrument of singular power. He became its colonel when it was on the Irish establishment and was known as the 8th, or "Black Horse"; afterwards it was called Ligonier's Horse, then the 4th Irish Horse and now the 7th Dragoon Guards. Under Ligonier it was composed almost exclusively of Irishmen, and he so tempered and shaped it by discipline that it became, perhaps, the finest single regiment of horse in Europe.

Carlyle says, somewhat unkindly, that at Dettingen, the English officers "behaved in the usual way, without knowledge of war, and without fear of death; cheering their men, and keeping them steady upon the throats of the French." But that may be fairly described as the whole duty of a British officer in such a fight as that of Minden!

The logic of hunger compelled the British leaders to come to prompt and resolute decision. Hanau was their base of supplies, and they determined to fall back upon it through Dettingen. George believed that when this movement was detected, De Noailles would fall with his utmost force upon his rear, so he kept his British regiments as a rearguard, and took command of them himself. On June 27, the allied forces began a slow and sullen retreat. But De Noailles had thrust his nephew, the Duc de Grammont, with 23,000 men, across the bridges at Seligenstadt, and seized Dettingen, thus barring George's retreat.

It would be difficult to imagine a stronger position than that held by De Grammont. The village of Dettingen stands in a defile; it is crossed in front by a stream, with treacherous and marshy banks; this, in turn, is covered by a morass. De Grammont had under him the elite of De Noailles' Army, with strict orders not to move from his position, but to hold it to the death. The British must struggle through the morass, and flounder across the brook to reach the hollow way barred by the village, and held by 23,000 of the choicest troops of France, with a cross-fire of artillery covering their front. The valley, in a word, was a bottle, of which Dettingen was the cork!

As soon as George II. discovered that, to save his army, way must be won with steel and bullet through Dettingen, he changed the formation of his forces, and brought the British and Hanoverians to the front. The process took four hours, or from eight o'clock to twelve o'clock, to accomplish, and for the whole of that period the moving troops, were scourged with fire from the French guns on the high southern bank of the Maine, a fire against which the British cavalry, drawn out in a long and slender line, formed a human screen of very penetrable quality. "Our regiments," wrote an officer in Bland's Dragoons, "was

Continued on page thirteen.

THE ST. JOHN RAILWAY CO.

TENDERS FOR PAVING, ETC.

The Saint John Railway Company invites Tenders for the following:

Grading and Paving of Roadway on a Concrete Foundation, Laying of Sidewalks, and Curbing, and all work incidental thereto, in that part of Wentworth street, lying between Queen and Saint James streets.

The work is required to be done in accordance with Plans and Specifications to be seen at the office of the undersigned, No. 74 Carmarthen street.

All Tenders must be addressed to H. M. Hopper, Esq., General Manager, who will receive bids at the Company's office, until noon of Wednesday, September 3rd.

A cash deposit must accompany each bid, the amount being as stated in the form of Tender, and no bid will be considered unless on the form specified and in the envelope furnished.

The Company reserves the right to reject any or all Tenders.

GILBERT G. MURDOCH,
Engineer.

St. John, N. B., Aug. 27, 1913.

INTERCOLONIAL RAILWAY

TENDER

SEALED TENDERS, addressed to the undersigned, and marked on the outside "Tender, Double Tracking Line Between St. Romuald and Chaudiere Curve," will be received up to and including

MONDAY, SEPT. 8th,

for double tracking the line between St. Romuald and Chaudiere Curve, P. Q.

Plans and specification may be seen at the Station Master's Office, Levis, P. Q., at the Chief Engineer's Office, Moncton, N. B., and at the office of the Assistant Deputy Minister and Secretary, Department of Railways and Canals, Ottawa, Ont., at which places forms of tender may be obtained.

All the conditions of the specification must be complied with.

L. K. JONES,
Asst. Deputy Minister and Secretary,
Dept. of Railways and Canals.
Ottawa, Ont., Aug. 14th, 1913.

NOTICE OF MEETING.

Notice is hereby given that a special meeting of the shareholders of The Standard Limited will be held at the Company's office, 82 Prince William street, St. John, on Tuesday, September 2, 1913, for the purpose of considering the following by-law, adopted at the annual meeting of the company held on July 8, 1913:

"By-law No. 20—Authority shall be asked of the Lieutenant Governor in Council to increase the capital stock of the company fifty-nine thousand dollars, divided into five thousand nine hundred shares of ten dollars each, making a total capital of one hundred and forty-nine thousand dollars divided into fourteen thousand, nine hundred shares of ten dollars each."

SYNOPSIS OF CANADIAN NORTH-WEST LAND REGULATIONS

THE sole head of a family, or any male over 18 years old, may homestead a quarter section of available Dominion land in Manitoba, Saskatchewan or Alberta. The applicant must appear in person at the Dominion Lands Agency or Sub-Agency for the District. Entry by proxy may be made at the office of any Local Agent of Dominion Lands (not sub-agent) on certain conditions.

Duties—Six months residence upon and cultivation of the land in each of three years. A homesteader may live within nine miles of his homestead on a farm of at least 80 acres, on certain conditions. A habitable house is required in every case, except when residence is performed in the vicinity.

In certain districts a homesteader in good standing may pre-empt a quarter-section alongside his homestead. Price $3 per acre. Duties—Six months residence in each of six years from date of homestead entry (including the time required to earn homestead patent) and 50 acres extra cultivation. The area of cultivation is subject to reduction in case of rough, scrubby or stony land after report by Homestead Inspector on application for patent.

A homesteader who has exhausted his homestead right and cannot obtain a pre-emption may take a purchased homestead in certain districts. Price $3 per acre. Duties—Must reside six months in each of three years, cultivate 50 acres and erect a house worth $300.

W. W. CORY,
Deputy of the Minister of the Interior.

N. B.—Unauthorized publication of this advertisement will not be paid for.

The Commissioners of the Transcontinental Ry.

NOTICE TO CONTRACTORS

Extension of Time.

Notice is hereby given that the time fixed by the advertisement of the Commission dated July 28th, 1913, inviting tenders for the construction of locomotive and car shops at St. Malo, P. Q., for the reception of tenders, namely, 12 o'clock noon of Tuesday, 2nd day of September, 1913, has been extended until 12 o'clock noon of Tuesday, the 9th day of September, 1913.

By order,
P. E. RYAN,
Secretary.

The Commissioners of the Transcontinental Railway.

Dated at Ottawa this 21st day of August, 1913.

Newspapers inserting this advertisement without authority from the Commissioners will not be paid for it.—46864.

TENDERS.

SEALED TENDERS will be received at the office of the Common Clerk, City Hall, until noon of Tuesday, September 2nd, 1913, for Bitulithic Pavement on a concrete base on the southern side of King Square and on Queen street from Germain to Charlotte.

Specifications and plans may be seen and forms of tender obtained in the office of the Commissioner of Public Works.

The lowest or any tender not necessarily accepted.

MILES E. AGAR,
Commissioner.

ADAM P. MACINTYRE,
Comptroller.

St. John, N. B., August 25th, 1913.

J. FRED WILLIAMSON,

MACHINIST AND ENGINEER.

Steamboat, Mill and General Repair Work,

INDIANTOWN, ST. JOHN, N. B.

Phone M. 1187. Residence 1721.

MAIL CONTRACT.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon, on Friday, the 3rd October, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, 6 times per week each way, between Cody's and Rural Route No. 1, from the 1st January next.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Offices of Welsford, and at the office of the Post Office Inspector.

A. N. R. COLTER,
Post Office Inspector.

Post Office Inspector's Office,
St. John, N. B., Aug. 20., 1913.

MAIL CONTRACT.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon on Friday, the 3rd October, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, 15 times per week each way, between Welsford and C. P. Ry. Station, from first January next.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Offices of Welsford, and at the office of the Post Office Inspector.

A. N. R. COLTER,
Post Office Inspector.

Post Office Inspector's Office,
St. John, N. B., Aug. 20., 1913.

TENDER FOR COAL.

SEALED TENDERS will be received at the Common Clerk's Office, City Hall, up to Monday, first day of September next, at 12 o'clock noon, for the supply of:

35 tons American nut coal
4 tons Chestnut coal.

Coal to be delivered at Fire Department Stations when required.

The lowest or any tender not necessarily accepted.

H. R. McLELLAN,
Commissioner P. S. D.

ADAM P. MACKINTYRE, Comptroller

St. John, N. B., Aug. 28, 1913.

WINES AND LIQUORS.

RICHARD SULLIVAN & CO.

Established 1878.

Wholesale Wine and Spirit Merchants. Agents for

MACKIES' WHITE HORSE CELLAR SCOTCH WHISKEY.

LAWSON'S LIQUEUR SCOTCH WHISKEY.

SIMPSON'S HOUSE OF LORDS SCOTCH WHISKEY.

KING GEORGE IV. SCOTCH WHISKEY.

AUK'S HEAD BASS ALE.

PABST MILWAUKEE LAGER BEER.

GEO. SAYER COGNAC BRANDIES.

Bonded Stores, 44-46 Dock Street. 'Phone 839.

M. & T. McGUIRE,

Direct Importers and Dealers in all the leading brands of Wines and Liquors; we also carry in stock from the best houses in Canada very Old Ryes, Wines, Ales and Stout. Imported and Domestic Cigars.

11 & 15 WATER STREET. TEL. 578.

WHOLESALE LIQUORS.

WILLIAM L. WILLIAMS, Successor to M. A. Finn, Wholesale and Retail Wine and Spirit Merchant, 110 and 112 Prince William St. Established 1870. Write for family price list.

Makes "Child's Play of Wash Day"

SURPRISE

Peculiar and Remarkable Qualities for Washing Clothes

A Pure Hard Soap

Classified Advertising

One cent per word each insertion. Discount of 33 1-3 per cent on advertisements running one week or longer if paid in advance. Minimum charge 25 cents.

WANTED.

We have openings for two or three more live, aggressive men in our present sales organization.

High-class proposition. Large and reliable Company. Highest degree of co-operation extended to our salesmen.

International Securities Co.
Dearborn Bldg.,
PRINCE WILLIAM STREET

WANTED—Second class female teacher for School District No. 7, Parish of Simonds, St. John Co. Fred B. Waters, Sec. to Trustees.

RAILROAD MEN WANTED to earn money in their spare time. I can show you how to double your income. Correspondence confidential. Address E. C. McIntyre, 93 Prince William Street, St. John, N. B.

WANTED—A bright boy to enter the dry goods trade, fine opportunity to learn and advance. Address in own handwriting, Standard Office.

WANTED—Second class female teacher. Apply to H. A. Brundage, Secretary of Trustees, Upper Greenwich, King's Co., N. B.

WANTED—Two well furnished, heated rooms in good locality by October 1st, bath, telephone. Apply Box 100, Standard.

AGENTS WANTED.—Agents $8 a day selling Mendets, which mends Graniteware, Hot Water Bags, Rubber Boots, Reservoirs, Boilers, Metal Tubs and Tinware without cement or solder. Sample ten cents. Collette M'f'g Company, Collingwood, Ontario.

SALESLADY—Wanted in every town to handle fast selling office article in daily use. Apply to J. C. Berrie, 48 Princess street, St. John, N. B.

AGENTS WANTED—In every locality to sell household necessities. $5.00 made easily each day. Sample sent on receipt 5c. mailing. J. C. Berrie, 48 Princess street, St. John, N. B.

LOCAL REPRESENTATIVE WANTED—No canvassing or soliciting required. Good income assured. Address National Co-Operative Realty Co., V. 782, Marden Building, Washington, D. C.

FOR SALE

SEWING MACHINE NEEDLES—All kinds. Half dozen 15c by mail. New Home and other machines, 50 to $40. Domestic and all machines repaired. I have no travellers. Buy from me and save money. William Crawford, 105 Princess street.

EDGECOMBE CARRIAGE BARGAINS FOR SALE—One Trotting Cart, $45. Three Wagonettes, Five Rubber Tire Road Wagons, latest designs. Four Express Wagons. Two Covered Delivery Wagons. One Tallyho Tourist Carriage, seats nine to twelve people. Family Carriages. Six sloven Wagons. One cheap Farm Horse. Send for prices. EDGECOMBE'S, 115 City Road. 'Phone Main 547.

FOR SALE—A bargain for quick sale. A beautiful waterfront home or farm at Skiff Lake. Hundred acres of parklike land suitable for fruit and mixed farming, including several choice lake front building lots, two acres of young orchard, good ten roomed house newly decorated and furnished, large stone cellar, two large barns. Excellent hunting and fishing on the property. This would make an ideal country home or club. Address Box 72, care of The Standard.

GENERAL STORE BUSINESS FOR SALE in thriving New Brunswick town. Stock small. Terms easy. Splendid opportunity to make money at price offered. Particulars from J. C. Berrie, 48 Princess street, St. John, N. B.

FOR SALE—New piano at sacrifice price. Particulars from J. C. Berrie, 48 Princess street, St. John, N. B.

HOUSE FOR SALE, Main street, Sussex, built 3 years; modern improvements. Can be seen at any time; party leaving. Apply Mrs. B. M. McAvity.

FOR SALE—One carload of horses, just arrived. Apply Edward Hogan, 47 Waterloo street.

FOR SALE—Second-hand safe for sale. Large Herring-Hall-Marvin safe. Nearly new. For full particulars address Box 421, care of Standard.

ENGINEERING

ELECTRIC MOTOR and Generator repairs, including rewinding. We try to keep your plant running while making repairs. R. S. Stephenson & Co., Nelson street, St. John.

PROFESSIONAL

INCHES & HAZEN

C. F. INCHES. D. KING HAZEN.

Barristers, etc.

108 PRINCE WILLIAM STREET.

'Phone Main 380.

TO LET.

TO LET — Completely furnished summer house at Public Landing. Can be occupied after 1st September. Apply Fairweather and Porter.

LOST.

LOST—A silver watch initialled "B. L.," between ferry boat and King street. Finder leave at this office.

INVESTMENTS

INVESTMENT—$40,000 stock in Realty Company holding St. John's best inside property. Prospectus from J. C. Berrie, 48 Princess street, St. John, N. B.

INVESTMENT—$10,000 stock in Black Fox Company, P. E. Island. Best proposition. Get prospectus and stock applications from J. C. Berrie, 48 Princess street, St. John, N. B.

MONEY TO LOAN

MONEY TO LOAN—$1,000 to loan on mortgage. J. R. Armstrong, Ritchie Building.

HOTELS.

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