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The Maritime Steamship Co. Limited TIME TABLE

Eastern Steamship Lines, Inc. ST. JOHN AND BOSTON Resumption of Service

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Fare \$8.00. Staterooms \$2.00 up. Direct connection with Metropolitan steamers for New York via Cape Cod Canal. For freight rates and full information apply A. C. CURRIE, Agent, St. John, N. B.

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Table with columns: SALINGS - RATES, MONTEAL - LIVERPOOL. Includes shipping rates for various routes and dates.

Whether for Government, Private Business or a well-earned holiday The Regular MAIL, PASSENGER AND FREIGHT SERVICE between Canada and the West Indies by the R.M.S.P. Is the most attractive Tourist Route available to Canadian Travelers today. LITERATURE SENT ON REQUEST THE ROYAL MAIL PACKET CO. HALIFAX, N. S.

GRAND MANAN S.S. CO. DAYLIGHT TIME. Commencing June 1st, a steamer of this line leaves Grand Manan Mondays, 7.30 a. m., for St. John via Campbell and Eastport, returning leaves St. John Tuesdays, 10 a. m., for Grand Manan, via the same ports. Wednesdays leave Grand Manan, 8 a. m., for St. Stephen, via intermediate ports, returning Thursdays, 10 a. m., for Grand Manan, 6.30 a. m., for St. John direct, returning 2.30 a. m. daily. Leaves Grand Manan, 7.30 a. m., for St. Andrews, via intermediate ports, returning 1.30 same day. SCOTT D. GUTPHILL, Manager.

MANCHESTER LINERS Direct Sailings. MANCHESTER To St. John. About every three weeks. Wm. Thomson & Co., Ltd. Agents.

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FEAR OF AFGHAN WAR NOW LOOMING TO TROUBLE BRITAIN

Natives of East Threatening Revolt, While Prospect is Said to Have Strong Appeal to Population.

Major Cecil Battine in the London "Daily Telegraph" states that any date prior to August, 1914, the prospect of an Afghan war would have sent a thrill of warlike enthusiasm through the length and breadth of the Empire. Satiated with excitement and spent with the tremendous struggle of the last five years, the announcement that the Afghans are once more upon the war path has excited less interest than the conception of London traffic—or rather, less interest in London. In the teeming bazaars of the Indian Peninsula probably the things have stirred deeper emotions even than the announcement of war with Germany. Nor is the reason far to seek. Excepting the conquerors from England, who came by sea, all the successful invaders of India in historic times have come through the dark gorges of her northwestern frontiers. A ruthless foe, who slays and lays waste, has for a century and a half been kept in awe by the renown of British arms. The Indian native mind now he asks himself, how comes it that the Afghan hereditary foe has ventured to defy the Sidar.

Aftermath of War. Like the current of sedition which caused the Indian Mutiny, the present discontent is the aftermath in India of the European war. The results are felt in the East after the eruption of the West. Unhappily, the policy of the British government in India has paved the way for disloyal tendencies, a state of things which makes any overt defiance of our authority by armed force more serious than it otherwise would be. It will, therefore, be interesting to take count of the gravity of the Afghan menace and of its effect upon the population of India. The Anglo-Indian army has waged two Afghan wars. In 1839 we occupied the capital in order to place our nominee on the throne before evacuating the kingdom. In 1878 and 1881 the same drama was enacted in each case our representative in Kabul was murdered and a fresh campaign had to be undertaken to restore our prestige and nominal rule. It is easy to blame the wisdom of the proceedings, but Afghanistan presents a unique problem. The people are little or nothing for leaders of nations, fourteen points or any other modern idealistic theories. In fact, they resemble our own ancestors, who were not ashamed to conquer where they could and who had little consideration for less warlike neighbors.

Nation of Clans. The nation is divided into clans somewhat resembling the clan system of the Scotch or Scottish highlands of old, and the modern army is a far less formidable array than the gathering of the tribes. From Jellalabad, on the Afghan side of the great mountain barrier, to Attock, on the Indus, is about 100 miles. The road follows a dark gorge famous in the annals of our army as the Khoord Cabul Pass. The mountainous country north and south of this main road is inhabited by warlike brigades akin to the Afghans and even more formidable as warriors. Their generic name is Pathans, and they are reported to be loyal to us up to now.

Perhaps the Afghans can muster 20,000 troops for a raid into the Indus Valley, a force which would quickly be hung back in fragments by the Anglo-Indian brigades quartered at Peshawar, Attock, Kohat and Aawal Pindir. These garrisons are held by picked troops, always in a state of readiness to march, and Rawal Pindir is a vast place of arms like Aldershot the base of the army on the frontier. The Pathan tribes surround some of the best recruits of our frontier force, which in no way precludes them from joining in a raid on our territory from time to time, more in a spirit of sport than of serious enmity. These petty campaigns give our Indian regiments valuable experience, and leave no rank line hostility. The frontier has a kind of chivalry of its own, in spite of the fierce and even cruel temper of these mountaineers. It would be a fatal error

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for the British to destroy this mutual respect. Feared and Hated. The Afghans, however, somewhat complicate the problem. They are feared and hated by the inhabitants of India, though it is more than probable that they have received encouragement for this desperate venture from Indian traitors. Even a temporary check to our forces would have a certain importance, for every bazaar in India is sensitive to the news from the northwest. Are the Sidaris still strong enough to protect us or not? That is the vital question for all the millions of India.

Any doubt about the answer would have deplorable results: in other words, would entail the dispatch of large forces to India and heavy expenditure. Probably the raiders will be driven back in rout after a short, sharp struggle, but the principal difficulties are not unlikely to arise after that event. Assuming that the Afghan Amir continues to grow defiant after the repulse of the raid, how is he to be brought to reason? An occupation of Kabul is no light undertaking, and 20,000 Afghan warriors available for aggression would be trebled in number for the defence of their native fastnesses. Moreover, in defence these veterans are incomparably more dangerous than in attack on regular troops. It may be taken for granted that the Viceroy's government will exert itself to the utmost to avoid the necessity of invading Afghanistan. If, however, we are forced to do it, in spite of ourselves, then the fatal mistakes of the previous Afghan wars should, at any cost, be avoided. If we invade Afghanistan at all we must make war properly. We must hold the enemy on his Cabul front, and turn his defence from Peshawar. Enough troops must be employed to roll up and demolish once for all his power for mischief.

LATE SHIPPING INTELLIGENCE PORT OF ST. JOHN, N. B. June 23, 1919. Arrived Saturday. Coastwise—Sir Sarnia City, 68, Williams, North Head. Cleared. Coastwise—Sir Sarnia City, 68, Williams, North Head; sch Siam, 56, Morrell, Sandy Cove; Packet, 49, Argeneau, Alma. Arrived Sunday. Sch Jane Palmer, 2,823, New York, hard coal, R P & W F Starr. Sch Rena A Murphy, 422, San Domingo, sugar, Nagle & Wigmore. Sch F C Lockhart, 268, Barbadoes, molasses, Crosby Molasses Co. Ltd. Goal From New York. The schooner Jane Palmer, 2,823 tons, arrived in port yesterday afternoon from New York with a cargo of hard coal for R. P. & W. F. Starr. After discharging she will take on a cargo of deals. Loaded With Sugar. With a cargo of sugar for the Atlantic Refineries, the schooner Rena A. Murphy, 422 tons, arrived in port yesterday afternoon from San Domingo. The schooner is consigned to Messrs. Nagle & Wigmore. Arrived From Barbadoes. The schooner F. B. Lockhart, 268 tons, reached port yesterday afternoon from Barbadoes with a cargo of molasses for the Crosby Molasses Co. Ltd. Sailed For St. John. The R. M. S. P. Carquet sailed Saturday from Bermuda with a large cargo of raw sugar and molasses and a number of passengers, civilian and military, for this port. Seven Lake Steamers. Seven American lake steamers were in North Sydney harbor last week, all loaded with valuable cargoes of foodstuffs for European ports. Fishing Vessels Lost. According to data recently compiled fourteen Gloucester fishing vessels were last during the past year, most of them being sent to the bottom by enemy U-boats. Of the crews some 25 men were natives of the Maritime Provinces, principally from the Yarmouth and Digby districts. Among the other casualties were natives of Newfoundland, Sweden, Portugal, France and Finland, giving one a good idea of the range of nationalities represented by the Gloucester fleet. Steamer in Distress. The United States steamer Westpoint, 2,544 tons, is disabled, 590 miles southeast of Halifax, according to a wireless message from the ship received at Halifax Saturday. The radio gram gave the Westpoint's position as 49.25 north, 53.91 west, and said that the ship's engines were disabled. The Westpoint asked for assistance. The Westpoint, which, managed by the United States Shipping Board, sailed from Baltimore on June 12 for Rotterdam with a cargo of food products. Her position was 600 miles from Halifax and about 750 from Bermuda. No help could be sent from Halifax, but the request was forwarded to the United States.

WANTED—Female Teacher, First or Second Class. Secretary E. F. Gale, Young's Cove, Queens County.

WANTED—A Teacher for School District No. 6. Apply stating salary for year, to Harry F. Fowler, Upham, Kings county, N. B.

WANTED—Second Class Female Teacher for summer term in District No. 15, Upper Sackville. Please state salary wanted to Anley Finlay, Secretary.

GIRLS WANTED IN GANONG BROS. Candy Factory, St. Stephen, N. B. Good salaries and steady work. Board will be furnished at our Boarding House, which is presided over by a competent matron, at a very reasonable amount. Write for particulars.

WANTED—An office boy. Apply The Standard, Ltd.

WANTED—1 Second Hand Boiler in good condition about 16 ft. x 5 1/2 in. Tubes. W. & R. Walsh, Chatham, N. B.

WANTED—A man who is both a good machine hand and a cabinet maker. Apply with references, to H. H. H. & Son, St. Stephen, N. B.

WANTED at once, Head Waiter. Apply by phone to Barker House, Fredericton.

WANTED—For the summer, camp or cottage near beach or with shore privileges, anywhere within six to eight miles of city. Address Box 27, Standard.

WANTED—A second or third class female teacher for District No. 17, District rated poor. Apply, stating salary, to Albert E.stead, Secretary, Star's, Queens Co., N. B.

WANTED—Experienced stenographer. Good position to right party. Apply Fox Film Corporation, 19 Market Square after 2 p.m.

FEMALE HELP WANTED Peace work at war pay guaranteed for three years. Knit urgently needed socks for us on the fast, simple Auto Knitter. Full particulars today, 3c stamp. Auto Knitter Co., Dept 560, 607 College street, Toronto.

FOR SALE 1 Tur boat, wood, construction, length 12 ft, beam, 21 ft, 3 inches. 1 Boiler of Scotch Marine Type. 1 Scow, wood construction, 500 yards capacity, 4 pockets. 1 Dipper Dredge, wooden hull. All lying at Market Wharf, Pictou, N. S. Can be inspected at any time. O'BRIEN & DOHERTY, 602 Metcalf Building, Montreal.

FOR SALE—1 Boiler, 10 ft. x 4 ft. 32 1/2 in. Tubes; 1 Boiler 12 ft. x 4 ft. 10 in. with fly wheel 4 ft. in diameter and 10 in. face; 1 2 Splined Shaper and Counter-shaft; 1 Heavy Iron Drill and Sash Clamp; 1 30 in. Sheldon Blower; 1 Wooden Frame Rip Saw; 1 Hand Saw Filer and Setter; 1 Belt driven Force Pump. W. & R. Walsh, Chatham, N. B.

FOR SALE—A beautiful home suitable for two Commercial Travellers' families. House in good condition; containing 6 bedrooms, parlors, kitchen, dining room, large barn and wood house. Town water and electric lights. Two minutes' walk from station (good school). Will be sold cheap to quick purchaser. Apply Mrs. Walter Palfrey, Lawrencetown, Annapolis Co., N.S.

For Sale—Property at Sussex, consisting of lot of land, modern house and barn, nice grounds and trees. Situated on Church Ave., one of the most desirable residential streets. For further particulars apply to Ethel A. Davis, Box 232, Sussex, N. B.

Pay your out-of-town accounts by Dominion Express Money Order. Five dollars costs three cents.

SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Alterations and Additions to Fittings at St. John, N. B. Post Office," will be received until 12 o'clock noon, Friday, July 4, 1919, for the construction of alterations and additions to fittings in the Post Office at St. John, N. B. Plans and specifications can be seen and forms of tender obtained at the offices of the Chief Architect, Department of Public Works, Ottawa, and the Superintendent of Dominion Buildings, St. John, N. B. Tenders will not be considered unless made on the forms supplied by the Department and in accordance with the conditions set forth there in. Each tender must be accompanied by an accepted cheque on a chartered bank payable to the order of the Minister of Public Works, equal to 10 per cent of the amount of the tender. War Loan Bonds of the Dominion will also be accepted as security, or war bonds and cheques if required to make up an odd amount. By order, R. C. DESBROSCHERS, Secretary, Department of Public Works, Ottawa, June 17, 1919.

TENDERS. Sealed Tenders addressed to H. E. Wardroper, Esq., Common Clerk, City Hall, will be received up to 11 a.m. of Monday, June 30th inst., for painting the Bandstand on King Square. Specifications may be seen at the office of the Commissioner of Public Works. The lowest or any tender not necessarily accepted. H. E. WARDROPER, Common Clerk, City Hall, St. John, N. B., June 21, 1919. G. FRED FISHER, Commissioner of Public Works, ADAM P. MACINTYRE, Comptroller.