

12th

DOWS
20c. each
RING TIES
eachto \$2.00
Shoes in
Velour Calf
\$3.98

Today

- \$2.39
- 3.79
- 4.89
- 4.89
- 5.69

T

PIANO

Willis and Com-
pany, uninter-
rupted, and offices
open to ocean.
To act as a keep-
ers merit be-
lets and price-lists.
ILLIS PIANO AND
P. O. ST. JOHN,
Player Pianos.

NOTICE

Will be received
the Clerk, City Hall,
to act as a keep-
ers merit be-
lets and price-lists.
ILLIS PIANO AND
P. O. ST. JOHN,
Player Pianos.

N. B. July 9, 1909.

CLARENCE WARD,
Mayor's Clerk.

Party Meeting

proul, M. P. P.

ext Maxwell

OTHERS

The Electors at

FIELD,

3 July, at 8 p. m.

Party Meeting

proul, M. P. P.

PUBLIC HALL,

Advised By

M. P. P.

M. P. P.

M. P. P.

M. P. P.

M. P. P.

M. P. P.

M. P. P.

M. P. P.

M. P. P.

M. P. P.

M. P. P.

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 Britain street.
H. W. DYKEMAN—43 St. James street.
P. J. DONOHUE—Cor. St. James and Charlotte.
M. T. GIBSON—Cor. Carmarthen and St. James streets.
ROBERT BARTLEY—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—1, R. C. Depot.
C. P. R. NEWS COMPANY—1, R. C. Depot.
A. McLAUGHLIN—50 Union street.
E. S. DIBBLE—20 Pond street.
MRS. HAPGOOD—41 Elliot row.
F. E. PORTER—Cor. Union and St. Patrick streets.
H. G. MARTIN—Cor. Union and St. Patrick streets.
J. D. McAVITY—39 Brussels street.
M. J. NUGENT—Cor. Brussels and Richmond streets.
J. F. BARDLEY—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—236 Brussels street.
W. J. ALEXANDER—423 Brussels street.
BENJ. ROBERTSON—15-19 Haymarket square.
J. COOPER—23 Marsh road.
I. B. KIERSTED—Marsh road (branch).
I. B. KIERSTED—Marsh road.
W. J. STEPHENSON—Marsh road.
J. G. LAKE—Not Road.
J. HANNEBERY—Dufferin Hotel.
WILLIAM BAXTER—Cor. Carmarthen and Leinster streets.
WALKER'S GROCERY—King St. East.
WILLIAM BAXTER—73 Pitt street.
J. GIBBS—51 Sydney street.
D. C. 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 O'Connell street.
K. B. SHORT—63 Garden street.
F. S. PURDY—96 Wall street.
T. J. DEAN—88 Garden street.
BUTLER'S CASH GROCERY—Wall street.
C. F. WADE—Cor. Wall and Paradise row.
W. GREEN—29 Winter street.
H. R. COLEMAN—47 Winter street.
B. BAILEY—Victoria Hotel.
A. M. GRAY (Miss)—39 King.
E. G. NELSON—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.
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 street.
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. INGRAM—127 Union street.
J. E. WATERS—99 Union street.
W. C. R. ALLAN—172 King street.
LEBARON CLARK—184 King street.
W. D. BASKIN—261 King street.
W. D. BASKIN—261 King street.
W. C. WILSON—Cor. Rodney and Ludlow.
W. C. WILSON (branch)—Cor. Rodney and Union streets.
WEST END DAIRY—141 Waterloo street.
MRS. LONG—Rodney street.
B. A. OLIVE—267 Ludlow street.
H. W. SMITH—237 Union street.
A. MAHONEY—Windsor street.
MRS. GEORGE WATSON—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.
W. J. MURPHY—149 Main street.
J. E. COWAN—99 Main street.
J. J. MAHONEY—29 Main street.
MRS. J. MAGEE—37 Millidgeville Avenue.
N. C. SCOTT—Cor. Adelaide road and Main street.
COUPE'S DRUG STORE—637 Main street.
S. GIBSON—661 Main street.
H. TRIFTS—153 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.
PEOPLES CIGAR STORE—735 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.

GRAND BALL
AT THE INN ON
CAMPOBELLO

Eastport, Me., July 9.—The Fourth of July celebration at Eastport was followed by a grand ball and reception at the Campobello Inn, given to the officers of the U. S. battleship Mississippi and cutter Woodbury. The inn Casino was fittingly decked with Canadian and American flags. The festivities commenced at nine o'clock and until midnight all made merry to the music of the well-known Lodge orchestra. About 300 guests were present. Those from the province were:

Mr. and Mrs. H. C. Purves, Mr. and Mrs. Frank Todd, Mr. and Mrs. George Pinder, Mr. and Mrs. George J. Clarke, Mr. H. B. Hill and Misses Clarke, Todd and Blair from St. Stephen, Mr. and Mrs. Frank Murchie from Milltown; Mr. and Mrs. Wm. McDonald and Miss McDonald from St. John.

MR. BENTLEY WAS NOT ELECTED.

Mr. Bentley, the Opposition candidate, is not running his first election. He was a candidate for the County Council in 1907. Mr. Bentley was not elected.

Mr. Cochran got 241 votes.
Mr. Connolly got 233 votes.
Mr. Black got 215 votes.
Mr. Bentley got 108 votes.

NORTON.

Norton, July 9.—A. C. M. Lawson, the retired principal of Norton school has entered the insurance work again and went on duty Monday July 5. Mr. and Mrs. Vernon Kierstead and family, of St. John, have rented and moved into the dwelling house over the sample rooms owned by H. A. Myers.

Mrs. Henry Marven and children, of Colorado, formerly of Belleisle county, are this week the guests of Mr. and Mrs. Dr. Fallins.

Our road commissioner, T. G. McFarlane, is fast improving the condition of the roads.

Mr. and Mrs. James Urquhart of Springfield passed through here today en route to Sussex.

The many friends of W. H. Heine will be glad to hear that he is fast improving under the care of Dr. Folkins.

Mr. Duggess, Moncton, was here on Saturday last and with the help of Dr. Folkins performed an operation on Miss Jean Lawson's neck.

The temperance picnic held on the grounds of W. H. Baxter on Thursday last was a grand success. It was represented by members of different temperance societies from the surrounding country.

The band concert which was held in the temperance hall that evening was by no means a failure. It was conducted by the Brass Band from Moncton.

WATERBOROUGH.

Waterborough, July 8.—Mr. Simpson Fanjoy who had a part interest in the woodboat, Lea O, which is ashore at Lower Waterborough, has sold out his interest to Mr. Alex. Gale, Sr., who with Mr. Lee Ferris, the other owner, will repair the boat, and have her ready for next season's work.

Mr. C. H. Mott and eldest son, Otty, D. Mott, left for St. John on a business trip by the May Queen this morning.

Mr. and Mrs. B. L. Slocum left for St. John by the May Queen.

Mr. William Roberts and Mr. Robt. Barton, also, were passengers by the May Queen this morning.

Mrs. Charlotte Warner and daughter, Mrs. Hugh Bailie and children, are spending a few weeks at Young's Cove.

Mrs. G. N. Smith, who has been ill with paralysis, is improving.

BELLEISLE CREEK.

Belleisle Creek, July 9.—The Rev. I. N. Parker, of Sussex, will hold service in the Methodist church on Sunday morning next.

Harry Martin is quite sick, the doctor being called today.

Miss Lena Northrop, St. John, is spending her vacation at her home here.

Miss E. Mercer left for St. John last week. She intends remaining for some time.

Miss Pearson left for her home in Highfield this week.

The work on the ballast is progressing favorably. The road is being put in good shape. Another train for hauling ballast is expected in a few days. Excellent work is expected to be done this summer.

Mrs. Erving, of the Hill, is quite poorly and does not improve very fast.

I. Dibble is also indisposed.

Mrs. Lewis Northrop has sold her farm to J. Northrop of Midland.

Mr. Otto C. Rehnus, of Grand Falls, is at the Dufferin.

MONTREAL AS LEADING PORT
ON CONTINENT IS HOPE OF
ITS HARBOR COMMISSIONERS

Montreal, July 8.—The early submission of a large scheme for the development of the port of Montreal, probably involving an expenditure of many millions of dollars, is foreshadowed in the annual report of the Harbor Commissioners to the Minister of Marine and Fisheries which was made public yesterday.

After sketching the work which had been accomplished during the year 1908 and stating what was under way, Commissioners Stephens, Geoffrion and Ballantyne point out the great natural advantages which Montreal enjoys as a port, the work of development already accomplished, and then conclude with the following:

"The port of Montreal, because of this wonderful inheritance is destined to become the great transshipping port for ocean barge freight."

"Only the indifference of Canadians to the splendor of their opportunities can prevent this achievement."

"Statements such as these cannot be seriously made without a realization of what they mean."

"They are made with the full conviction that such a destiny awaits the port of Montreal to reach which the combined efforts of all true Canadians."

Big Scheme in View.

"It is with these thoughts in mind that the Commissioners look forward to submitting to their fellow-countrymen a comprehensive scheme of port development on broad national lines that will demand the pride and support and the confidence of the nation."

Again they state: "Great works must be undertaken, facilities must be created and money wisely spent to meet the demands of Canada's increasing business. The St. Lawrence waterway must be made the great Imperial highway of commerce on the North American continent."

Early in their report the Commissioners draw attention to the prospering business of the port during 1908 despite the general depression which prevailed over the whole country, asserting that this was due to the safety of the channel and the excellence of the port facilities.

"The tonnage volume for 1908 exceeds that of 1907, which was the largest in the port's history, says the report. This result is mainly attributable to the large quantities of grain attracted to the St. Lawrence route on account of its safety, and the increased facilities within the port for the rapid and economical handling of cargo. What the improvements to the St. Lawrence ship channel, in the last five years, mean may be inferred from the record of depth for the past season, one of the driest in a quarter of a century."

Handling Cost Was Less.

During the year 1908 the handling cost on every ton of through freight in and out has been reduced by 22 cents per ton. The saving thus effected has amounted in a single season to over \$90,000. As this reduction affects imports and exports to and from all parts of Canada, it has been a striking example of the national character of the port, the administration and development of which ought to concern every Canadian. "Safety," "Economy" and "Despatch" constitute the working mottoes of the port, and will not fail to attract ere long a large increase of business."

Discussing the trip made by President G. W. Stephens, Chief Engineer F. W. Cowie and Mr. M. P. Fennell, to different ports of Europe, the importance of the suggestions for port development is reviewed, showing the facilities of other great harbors of the world is pointed out, the report continuing:

"From a commercial point of view also, its importance must not be overlooked. This trip has laid the foundation for opening up new avenues of trade between the great world ports of Europe and the Port of Montreal. A business of this kind has been established, which, when the port facilities at Montreal are created to take care of the increased tonnage, will bring ships and new trade to the St. Lawrence. The experience of this trip has further convinced the Commissioners that Montreal's strategic trade position justifies the immediate adoption of a well defined scheme of port extension."

The policy of the Commissioners is again expressed in the sections bearing on the appointment of Mr. R. C. Davidson, the English engineer, to make an exhaustive examination of the facilities of Montreal. His report has already been received and will be made public as soon as the scheme he prepared by Mr. P. V. Cowie is completed. The Commissioners say in this regard:

"Two Projects Considered."

"The two suggested schemes proposed entirely separately, will be considered on their merits. The Commissioners trust that the basis of laying down the lines to be followed in the great work of the future, it is hoped by concentration on a definite scheme of progressive development, an economic whole may be created."

Without increasing the annual capital expenditure on harbor works, and in such a way that the natural increase in business will automatically provide the revenue required to meet increased interest charges."

The work of the traffic department under Mr. J. Vaughan is reported as being in a most satisfactory condition. By being able to discharge and load directly between the railway cars and the vessels, the cost of intermediary transshipment was reduced, at a saving on rail-hauled freight of one-half."

More Storage Space Needed.

The need of increased loading facilities and storage space in connection with the Harbor Commission, grain elevator is pointed out. During 1908 the amount of grain handled was seven and a half million bushels greater than in 1907. This necessitated doubling the staffs to provide a day and a night shift to temporarily meet the situation. With the completion of the new grain conveying system which enabled the loading of vessels at the rate of 60,000 bushels per hour, Montreal has the largest and most complete system in the world but to realize its full efficiency more storage capacity is needed.

A connection there is a real at the British shipping interests: "No less than 20 full cargoes of wheat left the port of Montreal for Russian and Mediterranean ports. Most of this wheat was American grown and sold on the New York and Chicago Corn Exchanges. This large amount of wheat freight should be lost to British shipping simply because of more advantageous insurance rates issued to Norwegian and Swedish ships trading in the St. Lawrence ought to attract the attention of British ship owners."

Best Guarded Channel.

"Now that the St. Lawrence River from the ocean to Montreal is acknowledged to be the best lighted and buoyed ship channel in the world, there is no reason why British shipping should be discriminated against. This trade in full cargoes from the port of Montreal is likely to assume large proportions in the early future and will be entirely lost to British ships unless a remedy is applied that will effectively change marine insurance conditions."

"The steadily reduction in the number of accidents year by year in the St. Lawrence, due to the improvement in the channel, its buoying and lighting, is bound, in the near future, to have a decided bearing upon the present high rates of insurance on hulls and cargoes."

In lowering their rates in keeping with the improvements carried out in the St. Lawrence, has had for effect a large and direct loss to British shipping. For example, the cargo exported through the port of Montreal from the first of May to 31st December 1908, twenty full cargoes of wheat, 120,000 bushels of this wheat was carried in British bottoms, and 100,000 British ports were full of idle ships that could not find cargoes at other ports."

More Fire Protection.

Attention is again drawn to the need of a powerful fire protection in the harbor and this is claimed to be the duty of the city of Montreal to provide. Reference is made to the insurance of a trade in nitrates between South America and the cities of the Western States.

"The tonnage of the port has doubled in five years."

"More passengers were carried to Canadian ports via Canadian and British ships during 1907 than to all American ports combined, except New York."

"The port of Montreal occupies the unique position of being the only port in North America where the entire foreshore is the property of the nation and is under the control of the expenditure of a farthing for the purchase of land."

"It is significant that these rare and most fortunate conditions prevail at the farther inland deep water port in North America."

Revenue Decrease.

The report of Mr. David Seath, Secretary-Treasurer, shows the financial conditions under which the Harbor Commission was working, showing that the harbor revenue was \$386,872.88, a decrease of \$17,407.28 from that of the previous year. The decreases were: wharfares on imports, \$24,937.70; wharfares on exports, \$1,527.03. Total decreases \$26,464.73. The increases were: wharfares, \$1,899.19; rentals, \$7,194.22. Total increases \$9,093.41, making the net decrease as above.

The revenue from the grain elevator was \$45,351.36, an increase over that of the previous year of \$38,260.93, and the expenditure \$65,104.93.

For seven of the new steel sheds, a rental of \$29,500 was received, an increase over that of the previous year of \$14,900.00.

The amount disbursed on capital account was \$1,227,788, as follows: New steel sheds, \$779,044.27; harbor improvements, \$452,327.56; grain elevator, conveyor equipment, \$199,246.16; floating cranes, \$90,662.17; and locomotives, \$42,612.52.

The loans on capital account received from the Government totalled \$1,060,000.00.

The debt of the corporation on 31st December, 1908, was \$12,027,000.00, of which \$1,972,000.00 is to the public, and \$10,055,000.00 to the Dominion Government, upon which the average rate of interest is 3.30 per cent.

Many Vessels Pass.

Mr. James McShane, Harbor Master, reports that 739 seagoing vessels arrived in port during the past season, with a tonnage of 1,958,604 tons, a decrease of three vessels and an increase of 22,618 tons from the previous year. Of these vessels 711 were built of iron and steel, with a tonnage of 1,955,788 tons, and 28 were built of wood, with a tonnage of 2,815 tons. Of inland vessels there arrived 12,434, with a tonnage of 3,589,424 tons, a decrease of 1,986 vessels, and a tonnage of 31,256 tons, making a grand total of vessels of all classes 13,173, and a tonnage of 5,545,028 tons, a decrease of 1,988 vessels of all classes and an increase of 1,092 tons from the previous year.

DISCUSS
DEFENCE
ON LAKES

Montreal, July 9.—The problem of militarism and of the presence of American warships on the Great Lakes was discussed today at the Windsor by an American artillery officer. The American officer was Major F. M. Crossett, A.D.C., to Governor Hughes, of New York.

Major Crossett, though a soldier, is an anti-militarist.

"It is a shame," he said, "that the nations should continue to spend such enormous sums in armaments. They put six or eight millions in a battleship and in five or six years she is obsolete. Nevertheless some poor fellows have to sweat to make the money which builds the ships."

The strain on Great Britain must be enormous. I do not see why Britain and Germany should fly at one another's throats, but the Germans have got the British scared all right."

The Star suggested that the United States might be Germany's enemy and cited the declaration of the German professor that Germany and Britain should unite against the American menace.

Major Crossett laughed.

"We have too many Germans in our country for that," he said.

"But one thing that Germany wants specially is Brazil or some other part of South America and the United States would bar that."

"Yes," was the reply, "and we have not yet given up the Monroe doctrine. The Germans have a strong hold on South American trade, too, and we cannot get it; he went on more seriously, branching off to point out the weakness of American shipping. For the cause of this state of affairs, he was disposed to blame high American wages. "It costs about \$40,000 a year," he said, "more to man a steamship of 9,000 tons in the United States than it does in Europe."

Coming back to the question of militarism, Major Crossett declared for the formation of an international police force, with an arbitration board to which all disputes would be referred. "Would the United States support such a proposal?"

"Yes," somewhat hesitatingly, "I think they would. The American people are not sanguinary."

"You have been getting some gunboats on the Great Lakes," remarked the Star.

"You are complimenting them to call them gunboats," Major Crossett laughed once more. "We call them tubs."

"There is some disposition here to question as to whether they are not large enough to constitute a violation of the Rush-Bagot treaty."

"I really do not think so," was the Major's reply. "They are not larger than we would be willing to have Canada put on her side of the lakes for training purposes. We need vessels of some kind to train the citizens of our inland states for naval warfare."

Major Crossett is now an officer in the Eighth Coast Artillery Corps. He has put in eleven years in the Seventh Infantry Regiment. He states that the American National Guard, a volunteer force, is now being extensively employed for duties usually assigned to the regular army. So steady has been the call upon the volunteers of late that it is beginning to be felt in the difficulty of enlisting national guardsmen.

THE SUN AND ITS BUC-
CANEERS.

(St. John Sun, Liberal, July 7, 1909.)

"Mr. Robinson is making a grave mistake—clouding his own deserts and the sound merits of the provincial policy for which his party stands with the DISGRACE which THIS BUCANEERING ORGANIZATION threatens to bring upon the name Liberal. He will gain no Liberal votes thereby, for the votes of those Liberals who deny the right of federal dictation in provincial affairs, and who mark their provincial ballots with the idea of best serving the provincial interests would have gone to his candidate anyway. And he stands to lose, not only the support of those who are frankly dissatisfied with Mr. Hazen, but also of many Liberals who bitterly resent the shame being put upon their party under the flagrant hypocritical motto, "NO CRAFT; NO DEALS."

crease of 1,988 vessels of all classes and an increase of 1,092 tons from the previous year.

W. P. ARCHIBALD.

Special to The Standard.

Annapolis Royal, N. S., July 7.—W. P. Archibald, of Truro, passed away on Tuesday morning at the ripe age of ninety-one years. He was conscious to the last and died without sickness or pain. Born at Salmon River, Colchester County, in 1818, he sixty years ago married Phoebe Ann Huettis, of Pictou, P. E. I., who died four years ago.

Over fifty years ago he moved from his home in Freetown, P. E. I., to Truro, where he has lived ever since. Of his immediate family he is survived by Mrs. J. S. Goode, Truro; Mrs. David Holmes, Waltham, Mass.; Walter P. Dominion Patrol Officer, Ottawa; Herbert H. Manager of the Bank of Montreal, Bridgewater, N. S.; and Prof. Fred W. teacher in the Normal School in Massachusetts.

Dickie-Joyce.

Annapolis, July 9.—A pretty wedding took place on Wednesday when Miss Anne Dickie was united in marriage to Blair Joyce, the Rev. A. B. McLeod, of St. Andrew's church, officiating.

The ceremony took place in the parlor which was beautifully decorated with pot-pourri and cut flowers. Only near friends and relatives of the contracting parties were present.

The bride looked charming in a tailored suit of London smoke broad cloth, with hat to match. The large number of presents received by the happy couple testified to the universal esteem in which they were held. The happy couple will spend their honeymoon on the Bras d'Or Lakes.

FOR SALE

FOR SALE—Marble Soda Fountain, in good order. Will sell cheap. Apply to J. Russell, 183 Union St.

FOR SALE—One large oak refrigerator, built by Quinn, of Portland, Me., 18 ft. long, 7 ft. high, 3 ft. deep, with space for ice in centre. Can be delivered later part of June. RAYMOND & DOHERTY, Royal Hotel.

FOR SALE—Freetown property corner Prince and St. James streets, with 2 story brick building thereon, containing 3 stores and hotel, all rented. Apply to H. H. PICKETT, Solicitor, 65 Prince Wm. St.

WANTED

WANTED—A night watchman. Apply today Hamilton & Co., 221 St. St.

A PAINT AND VEST MAKER. A Gilmeur, 8 King St.

WANTED—A First Class Male Teacher for the Advanced Department and a Second Class Female Teacher for the Primary Department of the Education Board No. 3 School. Apply to the undersigned, 1270 GUYAN, Secy to Trustees, Harvey, A. Co. N. B.

WANTED—A Housemaid. Apply to Miss Thorne, 15 Mecklenburg street.

WANTED—A Housemaid. Apply to Miss Thorne, 15 Mecklenburg street.

LOST

LOST—July 8th, between Quads Partridge and St. James street, a Second Class Female Travel Ticket No. 3 School. Finder will be rewarded by giving it to The Standard Office, 65 Prince William St.

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ASEPTO SOAP POWDER

Give the Dishes and Pans an "Antiseptic" Wash

Your dishes and pans will be sweeter and cleaner when washed with ASEPTO in place of soap. ASEPTO does the work quicker and better and contains a germicide that destroys all disease germs. Especially should this antiseptic powder ASEPTO be used to clean a dish or pan which has contained meat, fruit or vegetables that have "gone wrong." ASEPTO does not go, a package is the only washing compound that will not burn the hands—and is odorless.

Manufactured by THE ASEPTO MANUFACTURING CO., St. John, N.B.