Deeds That Won The Empire

(Continued from page 12)

services in the Imperieuse was an official rebuke for expending more sails, stores, gunpowder and shot than any other captain afloat in the same time!

The fight in the Basque Roads, however—or rather in the Aix Roads—has great historical importance. It crowned the work of Trafalgar. It finally destroyed French power on the sea, and gave England an absolute supremacy. No fleet actions took place after its date between "tht meteor flag" and the tricolor, for the simple reason that no French fleet remained in existence. Cochrane's fire-ships completed the work of the Nile and Trafalgar.

Early in 1809 the French fleet in Brest, long blockaded by Lord Gambier, caught the British napping, slipped out unobserved, raised the blockade at L'Orient and Rochefort, added the squadrons lying in these two places to its own strength, and anchoring in the Aix IRoads, prepared for a dash on the West Indies. The success with which the blockade at Brest had been evaded, and the menace offered to the West Indian trade, alarmed the British Admiralty. Lord Gambier, with a powerful fleet, kept guard outside the Aix Roads; but if the block ade failed once, it might fail again. Eager to destroy the last fleet Franct possessed, the Admiralty strongly urged Lord Gambier to attack the enemy with fire-ships; but Gambier, grown old, had visibly lost nerve, and he pronounced the use of fire-ships a "horrible and unchristian mode of warfare." Lord Mulgrave, the first Lord of the Admiralty, knowing Cochrane's ingenuity and daring, sent for him, and proposed to send him to the Basque Roads to invent and execute some plan for destroying the French fleet. The Scotchman was uppermost in Cochrane in this interview, and he declined the adventure on the groun(d that to send a young post-captain to execute such an enterprise would be regarded as an insult by the whole fleet, and he would have every man's hand against him. Lord Mulgrave, however, was peremptory, and Cochrane yielded, but on reaching the block ading fleet was met by a tempest of wrath from all his seniors. "Why," they asked, "was Cochrane sent out? We could have done the business as well as he. Why did not Lord Gambier let us do it?" Lord Gambier, who had fallen into a sort of gentle and pious melancholy, was really more occupied in distributing tracts among his crews than in trying to reach his enemies; and Harvey, his second in comm and, an old Trafalgar sea-dog, when Cochrane arrived with his commission, interviewed his admiral, denounced him in a white-heat on his own quarter-deck, and ended by telling him that "if Nelson had been there he would not have anchored in the Basque Roads at all, but would have dashed at the enemy at once." This outburst, no doubt, relieved Admiral Harvey's feelings, but it cost him his flag, and he was court-marshalled, and dismissed from the service for the performance.

Cochrane, however, set himself with charcteristic daring and coolness to carry out his task. The French fleet consisted of one huge ship of 120 guns, two of 80 guns, eight seventy-fours, a 50-gun ship, and two 40-gun frigates—fourteen ships in all. It was drawn up in two lines under the shelter of powerful shore batteries, with the frigates as out-guards. As a protection against fire-ships, a gigantic boom had been constructed half a mile in length, forming two sides of a triangle ,with the apex towards the British fleet Over this huge floating barrier powerful boat squadrons kept watch every night. Cochrane's plan of attack was marked by real genius. He constructed three explosion vessels, floating mines on the largest scale. Each of these terrific vessels contained no less than fifteen hundred barrels of gunpowder, bound together with cables, with wedges and moistened sand rammed down betwixt them; forming in brief, one gigantic bomb, with 1500 barrels of gunpowdtr for its charge. On the top of this huge powder magazine was plied, as a sort of agreeable condiment, hundreds of live shells and thousands of hand grenades; the whole, by every form of marine ingenuity, compacted into a solid mass which, at the touch a fuse, could be turned into a sort of a floating Vesuvius. These were to be followed by a squadron of fire-ships. Cochrane who, better, perhaps than any other soldier or sailor that ever lived, knew how to strike at his foes through their own imagination, calculated that when these three huge explosion vessels, with twenty fire-ships behind them, went off in a sort of saltpetre earthquake, the astonished Frenchmen would imagine every fire-ship to be a floating mine, and, instead of trying to board them and divert from their fleet, would be simply anxious to get out of their way with the utmost possible despatch. The French, meanwhile, having watched their enemy lying inert for weeks, and confident in the gignatic boom which acted as their shield to the front, and the show at batteries which kept guard over them on either flank and to the rear, awaited the coming attack in a spirit of half-contemptuous gaiety. They had struck their topmasts and unbent their sails, and by way of challenge dressed their fleet with flags. One ship, the Calcutta, had been captured from the English, and by way of special insult they hung out the British ensign under that ship's quarter-gallery, an affront whose deadly quality only a sailor can understand.

The night of the 9th set in stormily. The tide ran fast, and the skies were black and the sea heavy—so heavy, indeed, that the boats of the English fleet which were intended to follow and cover the fire-ships never left the side of the flagship. Cochrane, however, had called the officers commanding the fire-ships on board his frigate, given them their last instructions, and at half-past eight p.m. he himself, accompanied only by a lieutenant and four sailors, cut the moorings of the chief explosion vessel, and drifted off towards the French fleet. Seated, that is, on top of 1500 barrels of gunpowder and a sort of haystack of grenades, he calmly floated off, with a squadron of fire-ships behind him, towards the French fleet, backed by great shore batteries, with seventy-three armed boats as a line of skirmishers. "It semed to me," says Marryat, who was an actor in the scene, "like entering the gates of hell!"

Theg reat floating mine drifted on through blackness and storm till, just as it struck the boom, Cochrane, who previously made his five assistants get into the boat, with his own hand lit the fuse and in turn jumped into the boat. How franticallyt he little crew pulled to get clear of the ignited mine may be imagined; but wind and sea were against them. The fuse, which was calculated to burn for twelve minutes, lasted for only five. Then the 1500 barrels of gunpowder went simultaneously off, peopling the black sky with a flaming torrent of shells, grenades, and rockets, and raising a mountainous wave that nearly swamped the unofrtunate boat and its crew. The fault of the fuse, however, saved thelives of daring six, as the missiles from the exploding vessel fell far outside them. "The effect," says Cochrane, who, like Caesar, could write history as well as make it, "constituted one of the grandest artificial spectacles imaginable. For a moment the sky was red with the lurid glare arising from the simultaneous ignition of 1500 barrels of powder. On this gigantic flash subsiding the air seemed alive with shells, grendades, rockets, and masses of timber, the wreck of the shattered vessel." Then came blackness, punctuated in flame by the explosion of the next floating mine. Then, through sea-wrack and night, came the squadron of fire-ships, each one a pyramid of kindling flame. But the first explosion had achieved all that Cochrane expected. It dismissed the huge boom into chips, and the French fleet lay open to attack. The captain of the second explosion vessel was so determined to do his work effectually that the entire crew was actually blown out of the vessel and one member of the party killed, while the toll of boats in which, after the fire-ships had been abandoned, they and their crews, had to fight their way back in the teeth of the gale, was so several men died of mere fatigue. The physical effects of the floating mines and the drifting fire-ships, as a matter of fact, were not very great. The boom indeed, was destroyed, but out of twenty fire-ships only four actually reached the enemy's position, and not one did any damage. Cochrane's explosion vessels, however, were addressed not so much to the French ships as to the alarmed imagination of French sailors, and the effect achieved was overwhelming. All the French ships save one cut or slipped their cables, and ran ashore in wild confusion. Cochrane cut the moorings of his explosion vessel at half-past eight o'clock; by midnight, or in less than four hours, the boom had been destroyed, and thirteen French ships—the solitary fleet that remained to France—were lying helplessly ashore. Never, perhaps, was a result so great achieved in a time so brief, in a fashion so dramatic, or with a loss so trifling.

When the grey morning broke, with the exception of two vessels, the whole French fleet was lying helplessly aground on the Palles shoal. Some were lying on their bilge with the keel exposed, others were frantically casting their guns overboard and trying to get afloat again. Meanwhile Gambier and the British fleet were lying fourteen miles distant in the Basque Roads, and Cochrane in the Imperieuse was watching, with powder-blackened face, the curious spectacle of the entire fleet he had driven ashore, and the yet more amazing spectacle of a British fleet declining to come in and finally destroy its enemy. For here comes a chapter in the story on which Englishmen do not love to dwell. Cochrane tried to whip the muddy-spirited Gambier into enterprise by emphatic and quick-following signal. At six a.m. he signalled, "All the enemy's ships except two are on shore," but this extracted from drowsy Gambier no other response than the answering pennant. Cochrane repeated his impatient signals at half hour intervals, and with emphasis ever more shrill—"The enemy's ships can be destroyed"; "Half the fleet can destroy the enemy"; "The frigates alone can destroy the enemy"; but stil no response save the indifferent pennant. As the tide flowed in, the French ships showed signs of getting afloat, and Cochrane signalled, "The enemy is preparing to heave off"; even this brought no response from the pensive Gambier. At eleven o'clock the British fleet weighed and stood in, but then, to Cochrane's speechless wrath, re-anchored at a distance of three and a half miles, and by this time two of the French three-deckers were afloat.

Gambier finally despatched a single mortar-vessel in to bombard the stranded ships, but by this time Cochrane had become desperate. He adopted a device which recalls Nelson's use of his blind eye at Copenhagen. At one o'clock he hove his anchor atrip and drifted, stern foremost, towards the enemy. He dare not make sail lest his trick should be detected and a signal of recall hoisted on his flagship. Cochrane coolly determined, in a word, to force the hand of his sluggish admiral. He drifted with his solitary frigate down to the hostile fleet and batteries, which Gambier thought it scarcely safe to attack with eleven ships of the line. When near the enemy's position he suddenly made sail and ran up the signal "In want of assistance"; next followed a yet more peremptory message, "In distress." Even Gambier could not see an English frigate destroyed under the very guns of an English fleet without moving to its help, and he sent some of his ships in. But meanwhile, Cochrane, though technically "in distress," was enjoying what he must have felt to be singularly good time. He calmly took up a position which enabled him to engage an 80-gun ship, one of 74 guns, and, in particular, that French ship which, on the previous day, had hung the British flag under her quarter-gallery. For half-an- he fought these three ships single-handed, and the Calcutta actually struck to him, its captain afterwards being court-martialled and shot by the French themselves for surrendering to a frigate. Then the other British ships came up, and ship after ship of the French fleet struck or was destroyed. Night fell before the work was completed, and during the night Gambier, for some mysterious reason, recalled his ships; but Cochrane, in the Imperieuse, clung to his post. He persuaded Captain Seymour, in the Pallas, to remain with him, with four brigs, and with this tiny force he proposed to attack L'Ocean, the French flagship of 120 guns, which had just got afloat; but Gambier peremptorily recalled him at dawn, before the fight was renewed. Never before or since was a victory so complete and so nearly bloodless. Five seamen were killed in the fire-ships, andf ive in the attack on the French fleet, and about twenty wounded; and with this microscopic "butcher's bill" a great fleet, the last naval hope of France, was practically destroyed. For so much does the genius and daring of a single man count!

That the French fleet was not utterly destroyed was due solely to Gambier's want of resolution. And yet, such is the irony of history, that of the two chief actors in this drama, Gambier, who marred it, was rewarded with the thanks of Parliament; Cochrane, who gave to it all its unique splendor, had his professional career abruptly terminated!

That wild night in the Aix Roads, and the solitary and daring attack on the French fleet which followed next day, were practically Cochrane's last acts as a British sailor. He achieved dazzling exploits under the flag of Chilli and Brazil; but the most original warlike genius the English navy has ever known, fought no more battles for England.

THE MAN WHO SPOILED NAPOLEON'S "DESTINY"!

"Oh, who shall lightly say that Fame
Is nothing but an empty name!
Whilst in that sound there is a charm
The nerves to brace, the heart to warm
As, thinking of the mighty dead,

The young from slothful couch will start,
And vow, with lifted hands outspread,
Like then to act a noble part?"
—Joanna Baillie.

From March 18 to May 20, 1799—for more than sixty days and nights, that is—a little, half-forgotten, and more than half-ruined Syrian town was the scene of one of the fiercest and most dramatic sieges recorded in military history. And rarely has there been a struggle so apparently one-sided. A handful of British sailors and Turkish irregulars were holding Acre, a town without regular defences, against Napoleon, the most brilliant military genius of his generation, with an army of 10,000 war-hardened veterans, the "Army of Italy"—soldiers who had dared the snows of the Alps and conquered Italy, and to whom victory was familiar experience. In their ranks military daring had reached, perhaps, its very highest point. And yet the sailors inside that ring of crumbling wall won! At the blood-stained trenches of Acre Napoleon experienced his first defeat; and, years after, at St. Helena, he said of Sir Sidney Smith, the gallant sailor who baffled him, "That man made me miss my destiny." It is a curious fact that one Englishman thwarted Napoleon's career in the East, and another ended his career in the West, and it may be doubted which of the two Napoleon hated most—Wellington, who finally overthrew him at Waterloo, or Sidney Smith, who, to use Napoleon's own words, made him "miss his destiny," and exchange the empire of the East for a lonely pinnacle of rock in the Atlantic.

(Continued next Saturday)

WAS TROUBLED WITH BOILS AND CARBUNCLES.

There is no more frequent source of illness than that arising from bad blood, for when the blood becomes impure, it is only natural that boils, pimples or some other indication of bad blood should break out of the system.

Boils in themselves are not a dangerous trouble, but still at the same time are very painful, and the only way to get rid of them is to cleanse the blood of the impurities. Cleanse it thoroughly by the use of Burdock Blood Bitters, that old and reliable blood medicine that has been on the market for nearly forty years.

Mr. James Wilds, Plaster Rock, N.B., writes:—"I was greatly troubled, a few years ago, with boils and carbuncles, and the doctor told me I was in a bad condition. My appetite failed me, I began to lose strength, and was pretty well run down when one of my friends recommended Burdock Blood Bitters. After using three bottles I began to feel like another man. My troubles soon left me, and to-day I can certainly give Burdock Blood Bitters a high recommendation to my friends."

HEAD STUFFED? GOT A COLD? TRY PAPE'S

"Pape's Cold Compound" ends colds end grippe in a few hours.

Take "Pape's Cold Compound" every two hours until you have taken three doses, then all grippe misery goes and your cold will be broken. It promptly opens your clogged-up nostrils and the air passages of the head; stops nasty discharge or nose running; relieves the headache, dullness, feverishness, sore throat, sneezing, soreness and stifness.

Don't stay stuffed-up! Quit blowing and snuffing. Ease your throbbing head—nothing else in the world gives such prompt relief as "Pape's Cold Compound," which costs only 25 cents at any drug store. It acts without assistance, tastes nice, and causes no inconvenience. Accept no substitute.

Sciatica Vanishes Instantly If Nerviline is Used

CAN YOU BEAT THIS CASE?

No ordinary liniment will even relieve Sciatica. Nothing but the most powerful kind of a remedy can penetrate through the tissues and finally reach the Sciatic Nerve. You can always depend on the old-time "Nerviline." Nothing made today is as good for Sciatica as Nerviline was when first produced, about forty years ago. All this time the same old "Nerviline" has been curing Sciatica, Lumbago, Rheumatism, and is considered to be without an equal in relieving pain or soreness anywhere. "Nerviline" couldn't be made stronger or better," writes James E. Edwards. "The way it cures Sciatica is to me simply a miracle. For years I suffered frightfully. I ruined my stomach with internal dosing. I rubbed in gallons of oils and liniments—none were strong enough. One good rubbing with Nerviline relieved. I kept on rubbing and shortly was cured. My father cured rheumatism in his right arm and shoulder with Nerviline, and my mother cured herself of chronic lumbago with Nerviline. Our family simply swears by Nerviline and we are never without a 50c. family size bottle in our home. We find that for external pain, for coughs, colds, earache, such minor ill it is a veritable family physician."

BREAK WHISKY'S GRIP ON YOUR LOVED ONES

Drunkards will tell you with tears of sincerity that they do not want to drink. The craving coming from the inflamed membranes of the stomach drives them to it.

Alcura will soothe the trembling nerves and remove the craving that is ruining your home and stealing an otherwise kind husband or father from you. It costs only $1.00 per box and if it does not cure or benefit after a trial, the money will be refunded.

Alcura No. 1. is tasteless and can be given secretly in tea, coffee or food Alcura No. 2 is taken voluntarily by those willing to help themselves.

Alcura can now be obtained at our Store. Ask for Free Booklet telling all about it and give Alcura a trial.

E. Clinton Brown, druggist, St. John N. B.

"Lavatory Fittings" and Plumbers' Supplies

GANDY & ALLISON,
3 and 4 North Wharf

LANDING:

200 barrels Nova Scotia Bishop Pippins, United Fruit Companies' pack.
300 barrels Ontario Spies.

A. L. Goodwin, Market Building

SYNOPSIS OF CANADIAN NORTH-WEST MINING REGULATIONS.

COAL.—Coal mining rights may be leased for twenty-one years, renewable at an annual rental of $1 an acre. Not more than 2,560 acres can be leased to one applicant. Royalty, five cents per ton. In unsurveyed territory the tract must be staked out by the applicant in person, and personal application to the Agent or sub-Agent of Dominion Lands for the district, must in all cases be made and the rental for the first year must be paid to the agent within thirty days after filing application.

QUARTZ.—A person eighteen years of age and over, having made a discovery may locate a claim 1,500 feet by 1,500. Fee $5. At least $100 must be expended on the claim each year, or paid to the Mining Recorder. When $500.00 has been expended or paid and other requirements complied with the claim may be purchased at $1 an acre.

PLACER MINING CLAIMS are 500 feet long and from 1,000 to 2,000 feet wide. Entry fee, $5 Not less than $100 must be expended in development work each year.

DREDGING.—Two leases of five miles each of a river may be issued to one applicant for a term of 20 years. Rental, $10 a mile per annum. Royalty, 2½ per cent. after the output exceeds $10,000.

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

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

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. COREY,
Deputy Minister of the Interior.

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

PUBLIC NOTICE.

PUBILC NOTICE is hereby given that a bill entitled AN ACT RELATING TO THE GENERAL PUBLIC HOSPITAL IN SAINT JOHN will be presented for enactment at the next session of the Legislature of New Brunswick. The objects of the Bill are to empower the Commissioners of the General Public Hospital at Saint John to build a new Hospital, and Municipal Council of the City and County of Saint John to issue bonds to extent of $300,000. to pay for such new hospital.

Dated 26th of January, 1914.

JAMES KING KELLEY,
County Secretary.

PUBLIC NOTICE.

Until and including February 15th next, the Commissioner of Public Safety will receive samples and prices for blue serge cloths of 22 oz. and 19 oz. weight, respectively. Cloths to be suitable for Police and Firemen's Uniforms.

Saint John, N. B., February 6th, 1914.

ADAM P. MACINTYRE,
Comptroller.

Reward of Discretion.

"They say that a man who has cold feet is pretty sure to have an active brain."

"Yes, either that or a well-filled purse."—Chicago Record-Herald.

Lick Him Yourself

The following note was received by Bobby's mother from his teacher. "Dear Madam—I regret very much to have to tell you that your son, Robert, idles away his time, is disobedient, quarrelsome, and disturbs the pupils who are trying to study their lessons. He needs a good whipping and I strongly recommend that you give him one. Yours truly, Miss Blank." To this Bobby's mother responded as follows: "Dear Miss Blank—Lick him yourself. I ain't mad at him. Yours truly, Mrs. Dash."

PILES

Do not suffer another day with Itching, Bleeding, or Protruding Piles. No surgical operation required. Dr. Chase's Ointment will relieve you at once and as certainly cure you. 60c. a box; all dealers, or Edmanson, Bates & Co., Limited, Toronto. Sample box free if you mention this paper and enclose 2c. stamp to pay postage.

MAIL CONTRACT.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon, on Friday, the 13th March, 1914. for the conveyance of His Majesty's Mails, on a proposed contract for four years, 6 times per week each way, between Sussex and No. 2 Rural Mail Route from the pleasure of P. M. General.

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 Sussex and route offices, and at the office of the Post Office Inspector.

A. R. COLTER,
Post Office Inspector.

Post Office Inspector's Office,
St. John, N. B., Jan. 23, 1914.

MAIL CONTRACT.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon, on Friday, the 13th March, 1914. for the conveyance of His Majesty's Mails, on a proposed contract for four years, 3 times per week each way, between Lepreau and No. 2 Rural Mail Route from the pleasure of P. M. General.

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 Lepreau and route offices, and at the office of the Post Office Inspector.

A. R. COLTER,
Post Office Inspector.

Post Office Inspector's Office,
St. John, N. B., Jan. 23, 1914.

PUBLIC NOTICE.

PUBILC NOTICE is hereby given that a Bill entitled AN ACT TO AMEND THE MUNICIPALITIES ACT will be presented for enactment at the next session of the Legislature of New Brunswick. The objects of the bill are to fix a date for filing voters' list in Municipal Elections; the enlargement of the term of Councillors to 3 years; and an indemnity of $100. The Bill is intended to apply only to the Parishes in the County of Saint John.

Dated the 26th day of January, A. D., 1914.

JAMES KING KELLEY,
County Secretary.

NOTICE OF SALE.

There will be sold at public auction on 7th of February, 1914, at Chubb's Corner, Saint John, at 12 noon, in suit Lancaster Loan, Limited, vs. William G. Lee and others, all the interest of defendants in leasehold property situate in said City on Wall Street adjoining St. Paul's Church, having 62 feet 6 inches on Wall Street, 75 feet in the rear, 148 on Burpee Avenue and 121 feet on its southern line.

For particulars and terms apply to undersigned solicitor.

Dated 24th November, 1913.

AMON A. WILSON,
Master in Chancery.

STEPHEN B. BUSTIN,
Plaintiff's Solicitor.

NOTICE.

PUBLIC NOTICE is hereby given that a Bill will be presented for enactment at the next session of the Provincial Legislature entituled "An "Act respecting the paving of Streets "and Sidewalks in the City of St. "John.' The objects desired to be attained by this Bill are:

(1) To enable the City of Saint John to pave any street or portion of street or sidewalk and charge one half of the cost of the same against the properties fronting on both sides of the streets, the City paying the other half of such cost.

(2) To enable the said City to lay down sidewalks and charge one half the cost thereof to the owners of the properties abutting on the sidewalks.

(3) To provide that no owner of any building shall permit water to be discharged or to escape or percolate therefrom, upon or through any street, otherwise than by a properly constructed underground drain or conduit discharging into a public sewer.

Dated at Saint John, N. B., the 30th day of January A. D., 1914.

HERBERT E. WARDROPER,
Common Clerk.

SALESMEN WANTED

SALESMEN WANTED—Experience unnecessary, easy work, big pay. Write for large list of openings offering, opportunities to earn $100 to $500 a month while you learn, position assured. Address Dept. 533, National Salesmen's Training Association, Chicago, New York, Kansas City, San Francisco.

SURPRISE SOAP

Is a pure hard soap that has peculiar qualities for washing clothes.

Makes "Child's Play of Wash Day"

(Good for all general uses)

Read directions on the wrapper for the "SURPRISE" way of washing.

46

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.

Expert Salesmen

Wanted for the Maritime Provinces by the manufacturers of a staple food product of largest consumption. Must be experienced salesmen with highest references. Apply Box A. S. F., Standard office.

AGENTS—Every household on farm, in small town, or suburbs, where oil lamps are used, needs and will buy this wonderful mantel lamp; burns common coal oil (kerosene), gives a light five times as bright as electric; one farmer cleared over $500.00 in six weeks; hundreds earning $100.00 to $300.00 per month. Write quick for wholesale prices, territory, and sample lamp for free trial. Mantel Lamp Co., 829 Aladdin building, Montreal, Canada.

WANTED—Boys, fourteen to sixteen years of age residing in St. John, wanted for wholesale dry goods. Apply immediately to "Wholesale," care of 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.

WANTED—Agents to sell foxes for immediate delivery and 1914 delivery. Fundy Fox Co., 96 Princess street, St. John, N. B.

LOCOMOTIVE FIREMEN, BRAKEMEN, wages about $100; experience unnecessary. Send age, postage. Railway, care Standard.

SITUATIONS VACANT.

LEARN BARBER TRADE.—Few weeks required; tools free; positions secured; Moler System; twenty-two years established; modern method of teaching; write for particulars—MOLAR BARBER COLLEGE, 62F. St. Lawrence Blvrd., Montreal.

FOR SALE.

SEWING MACHINE NEEDLES

All kinds, half dozen 17C by mail; New Home machines twenty per cent. discount during the holidays; Wilcox & Gibbs machine $15; W. & W. manufacturing machin $10; White machine $7; Domestic and all machines repaired—William Crawford, 105 Princess street, St. John, N. B.

SAW MILL MACHINERY FOR SALE

Turbine water wheels, Haul-up, Rotary Saw, Carriage and saws; Edger, Trimmers, Cross Cut and gear, Lath Machine, Planer, Turning Lathe, Shafting, Belting, Elevators, and Rollers. All in good condition and fit to install in a new mill. Address Parker-Eakins Co., Ltd., Meteghan Station, Digby Co., N. S.

FOR SALE.—Passenger Elevator in good repair. Apply Raymond and Doherty Ltd.

FOR SALE—Foxes for sale; seven pairs uninjured live red foxes for breeding purposes; good color; Northern New Brunswick caught,—Murdock Mackenzie, Sparkle, N. B. Telegraph address, Bristol, N. B.

FOR SALE—A good lot of work horses and one or two drivers. Apply, The Hibbard Co., Limited, Fredericton, N. B.

SAWMILL PROPERTY FOR SALE OR RENT.—Steam and water power plant in Victoria County is being offered at very low cost for immediate sale. Suitable terms can be made for renting and sawing out this season's cut of spruce and hardwood. Capacity about three million feet. For further particulars wrtie P. O. Box 376, St. John, N. B.

FOR SALE—Fifty ash sleighs for sale at Edgecombe's. Send for prices and catalogue. Edgecombe's, 115 City Road.

TO LET.

TO LET.—Large basement under Royal Hotel Sample Rooms, Germain St., suitable for storage. Can be occupied at once. Apply Raymond and Doherty, Ltd.

TO LET—From May 1st large office in Dearborn building, Prince William street, now occupied by Jardine & Rive.

FLATS TO LET—Metcalf street, 2 flats, new house, modern improvements. Apply 69 Durham street. 'Phone 654-41. 61

TO LET—Rooms newly furnished, electric light, and heated, 168 King street east.

HOTELS.

ROYAL HOTEL
King Street.
St. John's Leading Hotel.
RAYMOND & DOHERTY CO., LTD.
T. B. Reynolds, Manager.

HOTEL DUFFERIN
ST. JOHN, N. B.
FOSTER, GATES & CO.
F. C. GATES.. .. ..Manager.

CLIFTON HOUSE
H. E. GREEN, Proprietor.
Corner Germain and Princess Streets.
ST. JOHN, N. B.

VICTORIA HOTEL
Better Now Than Ever.
87 King Street, St. John, N. B.
ST. JOHN HOTEL CO., LTD.
Proprietors.
J. M. PHILIPS, Manager.

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.
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