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June, 1919.

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1916— 759,726
1917— 859,667
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Montreal	Saturnia	Aug. 13
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CUNARD LINE
TO LIVERPOOL.

From—		
New York	Carmania	July 22
New York	Orduna	Aug. 2
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TO SOUTHAMPTON.

New York	Royal George	July 26
New York	Aquitania	July 28

TO PIRAEUS

New York	Pannonia	Aug. 28

ANCHOR LINE
TO GLASGOW

Boston	Scindia	Aug. 16
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For rates of passage and further particulars appl. to all local ticket agents, or to
THE ROBERT REFORD COMPAN LIMITED.
162 Prince William Street, ST. JOHN, N. B.

The Maritime Steamship Co. Limited

TIME TABLE
On and after June 1st, 1918, a steamer of this company leaves St. John every Saturday, 7.30 a. m., (daylight time,) for Black's Harbor, calling at Dipper Harbor and Beaver Harbor.
Leaves Black's Harbor Monday, two hours of high water, for St. Andrews, calling at Lord's Cove, Richardson, L'Etete or Back Bay.
Leaves St. Andrews Monday evening or Tuesday morning, according to the tide, for St. George, Back Bay and Black's Harbor.
Leaves Black's Harbor Wednesday on the tide for Dipper Harbor, calling at Beaver Harbor.
Leaves Dipper Harbor for St. John 8 a. m., Thursday.
Agent—Thorne Wharf and Warehousing Co., Ltd., 'Phone 2581. Manager Lewis Connors.
This company will not be responsible for any debts contracted after this date without a written order from the company or captain of the steamer.

Eastern Steamship Lines, Inc.
ST. JOHN AND BOSTON.
Resumption of Service
The S. S. "Calvin Austin" will leave St. John every Wednesday at 9 a. m., and every Saturday, 6 p. m. (Atlantic time.)
The Wednesday trips are via Eastport and Lubec, due Boston 10 a. m. Thursdays. The Saturday trips are direct to Boston, due there Sundays 1 p. m.
Fare $9.00. 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.

LATE SHIPPING INTELLIGENCE

MINATURE ALMANAC.
July—Phases of the Moon.
First Quarter .. 4th, 11h, 17m. p.m.
Full Moon .. .. .. 13th, 2h, 2m. a.m.
Last Quarter .... 20th, 7h, 3m. a.m.
New Moon.. .. .. 27th, 1h, 21m. a.m.

D. of W.	Date	Sun Rises	Sun Sets	H. Water a.m.	H. Water p.m.	L. Water a.m.	L. Water p.m.
T	22	5.02	7.58	6.46	7.12	0.26	12.49
W	23	5.03	7.57	7.51	8.14	1.31	1.56
Th	24	5.04	7.56	8.54	9.13	2.38	2.04

PORT OF ST. JOHN.
July 22, 1919.
Arrived Monday.
S. S. War Capitol, 3,563, Tyne, bal.
S. S. Mackworth, 2,650, Tillingham, Marseilles via Sydney, C. B.
Schr L. L. Hamlin, 140, Greenlaw, Methias, Maine.
Coastwise—Stmr Empress, 612, McDonald, Digby; Glenholme, 126, Moore, Windsor; schrs Swan, 56, Sims, Sandy Cove; Jennie T., 30, Lent, Freeport; Hattie McKay, 74, Port Wade; Oronhyatekha, 21, Cook, Back Bay.
Cleared.
Schr F. C. Lockhart, 268, McIlade, Point a Pitre, Guadeloupe.
Coastwise—Stmr Empress, 612, McDonald, Digby; Glenholme, 126, Moore, Spencer's Island; schr W. H. Waters, 120, Gale, Shulee.
Sailed.
Schr Lavala, Bay port for lumber.
Schr F. C. Lockhart, Guadeloupe.
Passed City Island.
Bound from Port Johnson to St. Stephen the schr F. C. Pendleton passed City Island, New York, Saturday and anchored for harbor.
Put in for Harbor.
The schooner L. L. Hamlin, bound from Methias, Maine, to Apple River, put in here yesterday for harbor.
Large Cargo of Lumber.
The S. S. War Toronto has sailed from Parrsboro for Brow Head with a cargo of 810,000 feet of spruce deals.
Sailed for Guadeloupe.
The American schooner F. C. Lockhart, which sailed yesterday for Point a Pitre, Guadeloupe, carries a cargo of 340,400 feet of white pine.
Will Load Grain.
The S. S. War Capitol, which arrived in port from Tyne will load grain here for the United Kingdom.
Goes on Blocks Today.
The four-masted schooner Rose E. Murphy has finished discharging her cargo of molasses and will go on Gregory's blocks this morning for general repairs. When ready for sea she will load deals for the United Kingdom.
Will Load Deals Here.
After completing repairs which are being made in dry dock at New York the schooner Abbie C. Stubbs will bring a cargo of anthracite to this port and load deals for the United Kingdom.
Painting at Market Slip.
The tern schooner Lucy Evelyn is at the Market Slip, almost filling up that natural dry dock, where she is being painted and receiving a general overhauling.
Will Dock This Morning.
The R. M. S. P. Chignecto, expected here yesterday, will dock at the Sugar Refinery pier this morning. She carries 1,500 tons of sugar and 1,200 puncheons of molasses, besides the usual number of passengers and mails.
Another Sugar Boat Expected.
The S. S. Inca is thought to have sailed Saturday from San Domingo with raw sugar for the refineries here.
Goes Into Dry Dock.
The steamer Troja, recently salved from the Old Proprietor Ledge, is expected to go into dry dock at Halifax today. The last of her cargo of coal was removed Friday.
Seal Island Life Guards.
Says the Yarmouth Herald: When lobster fishing in winter became unlawful, many of the men who were members of the lifeboat crew at Seal Island were obliged to leave. It is reported no heed was given them after writing to headquarters regarding an increase in wages, which was only asked for when they were obliged to give up fishing, which they depended on for a living. As it is now, should a disastrous wreck occur, what is going to be done in the way of saving life?
Dangers to Navigation.
(Reported to the U. S. Hydrographic Office.)
July 15, lat 37 56 N, lon 75 29 W, a buoy marked in white, with a cask attached.
July 15, lat 35 34 N, lon 75 10 W, a large schooner boom, with jaws showing above water.
July 10, lat 24 28 N, lon 82 29 W, a derelict about 140 feet long, bottom up, with a large spar lying athwart the keel.
July 10, lat 24 28 N, lon 82 34 W, a large quantity of charred and burnt timber.
July 2, lat 35 58 N, lon 74 59 W, a large spar standing on end and projecting about 6 feet out of water.
July 5, lat 46 18, lon 53 39, a large iceberg, and July 6, lat 46 21, lon 54 40, two large icebergs and one small one.
July 12, lat 35 34 N, lon 70 08 W, what appeared to be a large schooner's spanker boom with jaws extending about 5 feet out of water, apparently attached to submerged wreckage.
June 17, lat 41 20 N, lon 49 30 W, what appeared to be the port side of a wooden vessel with frames projecting above water.
July 3, lat 48 42, lon 50, many small icebergs; lat 48 28, lon 50 27, a large iceberg; lat 48 10, lon 50 55, a large iceberg; between lat 47 35, lon 51 50, and lat 46 35, lon 52 55, a number of large and small icebergs, and July 4, lat 46 08, lon 54 14, an iceberg about 150 feet high.
July 5, lat 46 18, lon 53 39, a large iceberg, and July 6, lat 46 21, lon 54 40, two large icebergs and one small one.
July 10, lat 40 N, lon 73 53 W, a spar about 2 feet in diameter and standing upright and projecting about 4 feet out of water.
June 25, lat 48 30 N, lon 10 13 W, a large spar.
June 26, lat 35 07 N, lon 53 54 W, a cylindrical buoy covered with marine growth.
July 12, lat 40 04 N, lon 70 38 W, what was apparently a drifting mine.
July 12, lat 36 57 N, lon 75 20 W, what was apparently a round drifting mine about 2 feet in diameter covered with marine growth.
July 14, lat 39 21 N, lon 53 13 W, a raft about 25 feet long with three wooden stanchions attached.
July 2, lat 42 40 N, lon 46 33 W, a derelict.
July 6, lat 42 25 N, lon 38 40 W, heavy wreckage, apparently part of a wooden vessel.
June 23, lat 43 34, lon 48 21, two icebergs about 50 feet long and 10 feet high.

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 Campobello 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.
Fridays, leave Grand Manan, 6.30 a. m., for St. John direct, returning 2.30 same day.
Saturdays, leave Grand Manan, 7.30 a. m., for St. Andrews, via intermediate ports, returning 1.30 same day.
SCOTT D. GUPTILL, Manager.

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To St. John
About every three weeks.
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Passage Tickets By All Ocean Steamship Lines
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LIMITED.
Royal Bank Bldg., St. John.

The Department of Militia and Defence invites tenders for the supply of clothing for Warrant Officers, and for such special sizes of uniform clothing for other ranks as may be required in M. D. No. 7 for period ending December 31st, 1919.
This is not regular stock clothing, issued by the Department, but special sizes, so that each garment will have to be made to the measure of the individual.
The cloth for all such clothing will be supplied by the Department.
Tender forms and all further information may be secured from the S. O. O., M. D. No. 7, 278 Sydney street, St. John, N. B.

Of Interest To Shipping Men

Interesting Letter from Captain John H. Pratt Tells About Drifting Mines—A Great Menace to Ships.

The following self-explanatory letter from a former St. John master mariner will be of much interest to the public generally as well as to shipowners, mariners and "all those who go down to the sea in ships."

S. S. "Salvation Lass,"
Hog Island, Pa.,
July 8th, 1919.

Dear Editor,—Now that the submarine peril has passed away it may be of some interest to your many readers in New Brunswick, who are interested in shipping, to know that another serious sea risk confronts the mariner. It is that of the drifting mine, with its deadly load of T. N. T., lurking, just awash, in the track of the ocean's commerce, and seemingly anxious for some ship to strike it.

About six weeks ago, whilst the writer was crossing the North Sea to Rotterdam, in command of a Dutch oil tanker, the "Barendrecht," on a bright sunny afternoon, I was startled by the lookout man yelling out "Mine right ahead, sir!" My pilot immediately shouted "Hard a-port" to the helmsman and desired me to assist in putting the wheel "hard over" quickly. When the wheel was "over," I looked ahead and saw the mine, with its deadly horns, not more than fifty feet ahead, but our ship was swinging clear of it. Then we threw the wheel 'hard a-starboard" and threw the stern of the ship clear.

Although we are well aware that none of the German mines have more than six horns protruding from its top, in my excited state this one appeared to have fully 16 or 20 horns. It was of a very large size.

During the nexe 20-mile run to the Hook of Holland, we passed four more drifting mines, but managed to give them a wider berth than the first one.

When our Rotterdam pilot come on board he reported dozens of them adrift all over the North and Baltic Seas, and British Channel.

We noticed a British and American torpedo boat cruising in our track and destroying those mines by firing a shot at them at short range.

Whilst in Holland reports came in of two steamers blown up in the Baltic by striking floating mines, each vessel losing nearly all her crew.

On June 23rd last the U. S. steamer "Farnham," from Baltimore to Gothenburg, was destroyed by a drifting mine.

At the invitation of an American sea captain I visited his steamer in a Rotterdam dry dock to note the effect of a drifting mine explosion, as he had struck one off the "Kattegat," at midnight, one week previous.

A St. John street car could easily have entered the hole torn in her bottom.

The United States Hydrographic Office states that "Although the navies of the United States and Allied powers have removed many mines from the ocean lanes, many of these pests are still unaccounted for. That these mines will continue to constitute a serious menace to ocean navigation for many months to come is the opinion of underwriters, and their stand in this matter is supported by the number of casualties which have resulted from this cause."

Also the Branch Hydrographic Office in Broad street, New York, "warns all masters bound for the North Sea and Baltic ports of the danger from drifting mines and mine fields, and invites them to call at the Navy Route Office, before sailing, for the latest information."

JOHN H. PRATT,
Master,
S. S. "Salvation Lass,"

You can't tell the worth of any Soap by the size of the Cake only—It may be padded or filled with useless material to make it look big.
"SURPRISE" is just a Pure Hard Soap that looks good and is good. The largest real Soap value.
Don't Accept Substitutes — The St. Croix Soap Mfg. Co.

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FOR SALE—Known for years as the Hampton Village Hotel consisting of 15 room house, large barn and carriage house, 1-2 acre of land; will sell at bargain. Will take mortgage if necessary. Apply to Mrs. Elizabeth Clark, Sussex, Box 42, N. B.; or W. H. Holman, Sussex.

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 Pelfrey, Lawrencetown, Anna. Co., N.S.

TENDERS FOR NURSES' HOME.

Sealed Tenders will be received by the Secretary of the Board of Commissioners of the General Public Hospital in St. John, addressed "Tenders for Nurses' Residence," until twelve o'clock noon, Monday, July 14, 1919, at the office of the Secretary in the Hospital, for the construction of a Nurses' Residence at the General Public Hospital.

Plans and specifications may be seen at the office of the architect, Mr. F. Neil Brodie, 42 Princess street. Cash or certified check for ONE THOUSAND DOLLARS must accompany each tender. The Board will hold the deposit accompanying the successful bid, until the satisfactory completion of the work. The Board does not bind itself to accept the lowest or any tender.

St. John, N. B., July 4, 1919.
HENRY HEDDEN, M. D.,
Secretary of the Board of Commissioners.

The time for receiving these tenders has been extended to 12.00 o'clock noon on July 31.
By Order of the Board.

DOMINION COAL COMPANY Limited
"DOMINION" and "SPRINGHILL" — BITUMINOUS STEAM and GAS COALS
GENERAL SALES OFFICE
112 ST. JAMES ST. MONTREAL
R. P. & W. F. STARR, LIMITED
Agents at St. John.

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All Sizes American Anthracite
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R. P. & W. F. Starr, Limited
Smythe Street Union Street

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SYDNEY SOFT COAL
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TEL. 42. 5 MILL STREET

WANTED.

WANTED—A Second Class Teacher for School District No. 4, Wickham, Queens County. Apply stating salary to J. C. Wetmore, via Hatfield Point, R.R. 2, N. B.

TEACHER WANTED—Male or Female, holding a first class Superior School license to begin coming term. Apply stating salary to Theodore Arseneau, Secretary, Tracadie, Gloucester County, N. B.

TEACHERS WANTED for Derby Superior School. Teacher with first class superior license. Also teacher for the primary department. Apply, stating salary, to Secretary to School Board, Millerton, N. B., G. R. Vanderbeck, secretary.

WANTED—Second or third class female teacher for School District No. Ten, Parish of Musquash. Apply, stating salary, to Burton M. Wenn, South Musquash, N. B.

WANTED—A second class teacher for White's Cove School District No. 5. Apply, stating salary, to C. W. White, secretary, White's Cove, Q. Co.

TEACHER WANTED—Second or third class female teacher wanted for District No 2, Parish of Carleton, County of Kent. Apply, stating salary, to John Callander, secretary to trustees, Kouchibouguac Beach, Kent County, N. B.

WANTED — Second-class female teacher for School District No. 18, Parish of Simonds. Apply, stating salary, to Herbert Jones, Upper Loch Lomond, St. John Co., N. B.

Young woman wishing to go to Toronto. Position open in small happy family as nurse housemaid. Good wages. Comfortable living. Expenses to Toronto advanced. References exchanged. Correspondence invited. Mrs. A. Gordon Ramsay, 54 Prince Arthur Ave., Toronto.

WANTED—Second or Third Class Female Teacher for District No. 23, (rated poor). Apply stating salary to John A. March, Fairfield, St. John County, N. B.

WANTED—A First Class Teacher as principal for advanced department of Grand Harbor School. State salary and experience. D. H. Daggett, Secretary, Grand Harbor, N. B.

WANTED—Second Class Teacher for School District No. 5, Parish of Lepreaux. Apply stating salary to J. Edward Kilup, Lepreaux R. F. D., Charlotte County.

WANTED—A Second Class Female Protestant Teacher for School District No. 1A in the Parishes of Northfield and Chipman. Apply stating salary to Fred H. Fowler, Secretary School Trustees, Chipman, Box 20, N. B.

WANTED—Second or Third Class Teacher for Lands End School, Kings County. Apply stating salary to Jas. F. McCluskey, Longs Cove, Kings County, N. B.

WANTED—Second Class Female Teacher for School District No. 5, Parkeville, Parish of Norton. Apply stating salary to R. W. Howe, Norton, R.R. No. 4.

WANTED—One First Class Teacher for advanced department of Jacquet River School. Grades five to ten inclusive. Apply stating salary to W. E. Lutes, Secretary, Jacquet River, N. B.

WANTED—A pastry cook. Apply Matron, St. John Co. Hospital.

WANTED—By widower on farm a middle aged woman as housekeeper. Apply at once to A. B. McCann, Rolling Dam, N. B.

WANTED—Teacher for School District No. 8, Parish of Hampstead, Upper Hibernia P. O. Apply stating salary to Seth DeLong, Secretary.

WANTED—A Second Class Teacher for School District No. 7, Springfield. Apply stating salary to Wm. P. Cosman, R.R. No. 1, Norton, Kings Co., N. B.

WANTED—Two Lady Clerks, work in general store. Experienced preferred; reference required. Address X. Y. Z., care The Standard, St. John.

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

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. 56C, 607 College street, Toronto.