THE S

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...IFAX, N. S.
...HERST, N. S.

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...received by the un-
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...) at the office of the
...er of the Municipal-
...at Dalhousie, N. B.,
...f Ten Thousand Dol-
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...by the said Munici-
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...at five per cent, ten
...es maturing on the
...June, 1914, and
...maturing on the
...June, A. D. 1919.
...eceived for the whole
...e said issue and for
...s apply to
...R J. LeBLANC,
...ecretary-Treasurer,
...Dalhousie, N. B.
...June 23, 1909.

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... of aerial craft to be
...arly next spring, to be
...kind held in America.

119 PLACES WHERE YOU CAN BUY The Standard

That there is no place for yesterday's news in to-day'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:

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J. & A. McMILLAN—Prince William street.
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J. COOPER—23 Marsh road.
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W. GREEN—29 Winter street.
H. R. COLEMAN—67 Winter street.
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WATSON & COMPANY—Cor. Charlotte and Union streets.
UNION CIGAR STORE—169 Union street.
MRS. DWYER—171 Union street.
GEORGE P. ALLEN—29 Waterloo street.
J. FRED SHAW—141 Waterloo street.
J. S. SMITH—126 Waterloo street.
H. J. MOWATT—Haymarket Square.
G. C. SEAMAN—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 strets
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. INGRAHAM—127 Union street.
J. E. WATERS—99 Union street.
W. C. R. ALLAN—172 King street.
LeBARON CLARK—184 King street.
W. D. BASKIN—267 King street.
JAMES STACKHOUSE—155 Prince street.
W. C. WILSON—Cor. Rodney and Ludlow.
W. C. WILSON (branch)—Cor. Rodney and Union streets.
WEST END DAIRY—Market Place.
MRS. LONG—Rodney street.
S. A. OLIVE—267 Ludlow street.
H. W. SMITH—237 Union street.
A. MAHONEY—Winslow street.
MRS. GEORGE WAY—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.
M. J. MURPHY—149 Main street.
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E. J. MAHONEY—29 Main street.
MRS. J. MAGEE—37 Millidgeville Avenue.
W. C. SCOTT—Cor. Adelaide road and Main street.
COUPE'S DRUG STORE—537 Main street.
S. ROBINSON—661 Main street.
H. CRIFTS—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.
PEOPLE'S CIGAR STORE—733 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.

MARINE NEWS

PORT OF ST. JOHN

Arrived June 28.

Sch. Georgie Pearl, 118, Lipsett, Perth Amboy, A. W. Adams, 211 tons clay, J. W. Foley Co.

S. S. Ramon de Larrinaga, (Sp), 1,983, Bealegy, New York, Wm. Thomson and Co. bal.

Sch. Lucia Porter, 284, Spragg, Camden, Peter McIntyre, bal.

Str. Louisburg, 1,152, Marsters, Sydney, R. P. and W. F. Starr, and cld.

Sch. Evolution, 173, Baird, Lynn, J. W. Smith, bal.

Coastwise—Stmr. Ruby L. 49, Baker, Margaretville, and cld; schr. Shamrock, 63, Pratt, Bass River, and cld; stmr. Bear River, 70, Woodworth, Bear River and cld.

Coastwise—Stmr. Aurora, 182, Ingersoll, Campobello; Glenera, 71, Loughery, St. Martins; Elmer, 15, McWhinnie, fishing; Citizen, 46, Hatfield, Advocate; Margaret; 49, Simmonds, St. George; Ella and Jennie, 25, Ingalls, Grand Harbor.

Cleared June 28.

Sch. Oriole, McLean, Quincy, Mass. Stetson, Cutler and Co.

Coastwise—Sch. Enid Hazel, Forbes, Wood Harbor.

Sailed, June 28.

S. S. Governor Cobb, Allan, Boston via Maine ports, W. G. Lee.

Schr. Henry H. Chamberlain, (Am.) Wasson, Fredericton for New York.

Canadian Ports.

Liverpool, June 28.—Arrived schr. Daisy Vaughan, Godfrey, Halifax; Schr. Sarah A. Townsend, Garneer, Boston; schr. Palmette, Anderson, Clarks Harbor.

Parrsboro, N. S., June 28—Ard. Tug Springhill and barges No. 3 and No. 7, from St. John; Schr. Abbie Keast, from New London. Cld. Tug Springhill and barges No. 3 and No. 7, for St. John.

British Ports.

Glasgow, June 26—Sailed: Str. Grampian for Montreal.

Fredrickstad, June 12—Sailed: Bark Araelo for Canada.

Buenos Ayres, June 24—Sailed: Bark Astoria for Cape Chatte.

Devonport, June 26—Ard; Str. Salybia from Three Rivers, Que., and Sydney, C. B., via Portsmouth.

Liverpool, June 27—Ard: Str. Milton from Dalhousie, N. B., and Sydney, C. B.

Belfast, June 26—Ard: Str. Thorsdal from Campbellton, N. B.

Hull, June 26—Sailed: Str. General Wolf for Montreal.

Liverpool, June 26—Sailed: Str. Ulricken for Campbellton, N. B.

Manchester, June 27—Ard: Str. Manchester Port from Montreal.

Blyth, June 25—Sailed: Str. Akershuus for Montreal.

West Hartlepool, June 27—Sailed: Str. Tyr for Miramichi, N. B.

Glasgow, June 26—Sailed: Str. Almora for St. John, N. B.

Manchester, June 27—Sailed: Str. Nancy Lee for Chicoutimi, Que.

Foreign Ports.

Boston, Mass., June 28—Ard: Strs. Halifax from Charlottetown, P. E. I., Port Hawkesbury, C. B., and Halifax; City of Memphis from Savannah; Ontario from Baltimore; Everett from Norfolk; Schrs. Mercedes from Clementsport, N. S.; George M. Warner, from Barton, N. S.; Glyndon from Hillsboro, N. B.; Annie and Reuben from Stonington; John J. Perry from Rockport; J. Kennedy from Calais; Morris and Cliff from Rockland; Hastings from Rockland; Teresa D. Baker from Mount Desert; Margaret from Milbridge.

Sailed: Strs. Prince Arthur for Yarmouth, N. S.; Ransom B. Fuller, for Portland, Eastport and St. John, N. B.; Bloemfontein for New York; Howard for Baltimore; Melrose for Baltimore; Schr. William L. Douglas for Baltimore.

New Haven, Conn., June 28—Ard: Schr. Mary Adelaide Randall from Norfolk; Jennie A. Stubbs from St. John, N. B.

Portland, Me., June 28—Ard: Str. Ransom B. Fuller from Boston for St. John, N. B., (and sailed). Schrs. Alice M. Lawrence from coal port; Sadie A. Kimball from New York.

New York, June 28—Sailed: Schr. Lizzie H. Partrick for Charleston.

Hyannis, Mass., June 28—Sailed: Schr. Sallie E. Ludlam from Port Reading for St. John, N. B.

Vineyard Haven, Mass., June 28—Ard. and sailed: Schr. Alma E. A. Holmes from Norfolk for Portland.

Arrived: Schrs. Frances V. Sawyer from Stonington for Providence; Fred C. Holden from Calais for New Bedford; Northern Light from Bangor for Huntington; Antoinette from Georgetown for Wilmington; Willent Gertrude from Parrsboro, N. S., for New York.

Vessels in Port.

Steamers.

Moeris, 2460, R. Reford and Co., Government pier.

Competitor, 2,216, W. Malcolm, McKay, C. P. R. berth.

Catalane, 2416, W. C. E., J. E. Moore and Co.

Madrileno, 1,777, J. E. Moore, No. 1 berth, west.

Ramon de Larrinaga, 1,983, Wm. Thomson and Company, C. P. R. west.

Barks.

Alfheim, 1,142, Wm. Thomson and Co., Rodney wharf.

Schooners.

Roger Drury, 307, R. C. Elkin. Stetson's Mills.

Lewanika, 298, R. C. Elkin, Long wharf.

Witch Hazel, 228, C. M. Kerrison. Stetson's mills.

Elma, 299, dis., A. W. Adams, ballast wharf.

Calabria, 530, J. Splane and Co. Gregory's wharf.

Irma Bentley, 414, R. C. Elkin.

Laura L. Spragg, 564, R. C. Elkin, Cushing's mills.

Lucile, 160, The Carritte, Patterson Mfg. Co., McAvity's wharf.

Mansfield, 90, J. Splane and Co.

W. H. Watters, 120, master, Stetson's.

Winnie Lawry, 215, D. J. Purdy, Hilyard's docks.

Lucia Porter, 284, P. McIntyre, A. Cushing's mills.

W. E. and W. L. Tuck, 295, J. A. Gregorys, Starr's wharf.

Peter Shultz, A. W. Adams, Stetson's mills.

J. W. Cooper, 150, A. W. Adams, Stetson's mills.

Theresa Wolf, 244, A. W. Adams, Stetson's mills.

Harold B. Cousins, 260, P. McIntyre, ballast wharf.

Seguin, 333, Stetson, Cutler and Co. Lawton's wharf.

Evolution, 173, J. W. Smith, in the stream.

Beulah Benton, Market slip.
Enid Hazel, Market slip.
Margaret, Market slip.
Citizen, Market slip.
Packet, Market slip.

Vessels Bound to St. John.

Steamers.

Merchant, Pernambuco, May 26.
Ramon de Larrinaga, Cardenas, May 24, for St. Jago.
Pontiac, at Liverpool, June 1.
Almora, Glasgow, June 22.
Rappahanock, London.

Marine Notes

The schooner Lucia Porter, Captain Spragg, was towed up to Cushing's mills yesterday to load for a United States port.

The Spanish steamship Ramon de Larrinaga, arrived in port yesterday from New York to load deals for the United Kingdom.

The Manchester Commerce, Captain Couch, sailed last night for Philadelphia with part general cargo.

The Pickford and Black steamship Oruro, Captain Bale, sailed from Bermuda Sunday morning for Halifax. She will reach St. John about the end of the week.

The schooner Damietta and Joanna is chartered to load cargo at St. John for New York or Philadelphia.

Battle Line steamship Leuctra, Captain Hilton, arrived at Pugwash Sunday from Norfolk, Va., to load deals for the west coast of England.

The steamer Magda was ashore near Sollow's Rock, Yarmouth on Friday. The deck load has been all discharged, but further operations have been suspended. R. S. Elkins, Lloyd's agent, is treating with the various salvage companies to ascertain at what figure any of them will undertake to patch the ship up, pump her out and remove her to the new wharf of the Burrell Johnson Iron Co.

The schooner Georgie Pearl arrived in port yesterday with 211 tons of clay for J. W. Foley and Co's pottery.

The Norwegian steamer Ravn, which has been employed in the coal trade between St. John and Parrsboro for more than a year, has made her last trip and will go to Cheverie to load plaster for Norfolk.

The schooner Gaza of Parrsboro, seventy-one tons register, has been purchased by John Woods, of Green Hill, Parrsboro, who will employ her in the deal trade.

A MEAN MAN.

(Philadelphia Bulltin.)

She said her fortune was her face.
Responded he
That poverty
Was no disgrace.

THE LADY'S GOWNS.

(Ohio State Journal.)

After a fashionable woman has got into her morning gown, her day gown, her reception gown, her tea gown and her dinner gown all in one day, we should think it would be about time for her night gown.

CHINAMEN'S ARREST CAUSES INDIGNATION

St. Stephen, June 28.—Two of our worthy townsmen who are well known and whose names are on the list of voters, were locked up in Calais yesterday. They were Chinese laundrymen. Taking a Sunday afternoon ride on the street cars, which run through Calais and Milltown and back to St. Stephen, they were seized by a watchful officer under the Chinese exclusion act and were not allowed to return. Offers were made to get them clear, but without avail. They will be sent to Bangor to be tried for unlawfully entering the United States.

CONDITIONS OF THE U. S. BATTLESHIP FLEET TO-DAY

The statement, quoted from a New York daily, that the recent world-circling voyage of the United States fleet of battleships "practically wrecked" it and that the ships are being rebuilt in navy yards in consequence, has stirred up a western writer of The Scientific American (New York, May 22) to write to that paper and ask whether this is the case. The editor assures his correspondent that there is not a word of truth in the story. It would not be worth noticing, he says, "were it not that the report seems to have originally emanated from Washington, and to have sprung from the same source and the same city from which has come so much of the destructive criticism of our navy during the past two years." He goes on:—

"How maliciously untrue is this story is shown by the fact that the sixteen battleships that made the cruise returned in absolutely first-class condition, and that the repairs which are strictly chargeable to the cruise are a mere bagatelle as compared with the annual cost of maintaining the ships for the same period of time. At the New York yard there are at the present time for overhauling, the battleships Rhode Island, Nebraska, Connecticut and Ohio. The repairs on these ships that are traceable to the cruise and come outside of the regular repairs incidental to the periodical overhauling will not average over $20,000 for each battleship. This low figure, be it remembered, covers continuous service for a period of over a year, and on a course that reached for 45,000 miles through the seven seas. The cost of maintaining a battleship in commission during the ordinary service, for one year is about $300,000; and that such extraordinarily severe service should have involved so small an extra cost for repairs must be considered a most creditable record, and a high tribute to the excellence of the ships. The most conspicuous evidence of wear and tear was in the linoleum with which the steel decks are covered; and this was due to the coaling and ceaseless tramping to and fro incidental to the multitudinous duties of life at sea."

Structural changes now being made, the writer tells us, are almost entirely confined to the upper works, and are not in any sense due to lessons learned during the voyage. As a matter of fact, the work was recognized as advisable long before the fleet started on the cruise. We read:

"The principal changes are the removal of bridges, the taking out of the old military masts and the substitution for them of the new circular latticework masts for carrying the fire-control platforms. The after bridge and its associated armored signal-tower have been removed, and the forward bridge has been greatly cut down. The extensions of this bridge on each side of the conning tower are now so arranged that they can be quickly removed in time of battle, the captain of the ship being henceforth compelled to take his station within the conning-tower, where he properly belongs. By the removal of top hamper it will be possible for the captain to command the horixon, except through the arc of it which is shut out by the smoke-stacks.

The Change.

"This change will remove one more of the picturesque and popular episodes of the earlier days of sea-fighting. The captain will no longer fight his ships from the flying-bridge and in the open. The conning-tower was built for him, and a due regard for the issues of the battle demands that he remain within it. It was the death of Admiral Withoft of the Czarevitch that threw the Russian line into disorder in the great sortie from Port Arthur at the very time when the chances of shaking off the Japanese seemed favorable. The captain of one of the battleships in that fight told us that the admiral was struck by a shell as he was leaning with folded arms upon the railing of the bridge watching the Japanese line. That shot also wrecked the conning-tower, it is true; but the latter was of a design which would not be considered in our navy.

"In addition to the removal of top hamper, the whole of the accumulated layers of old paint throughout the ships is being removed; and in future with a view to further reducing weights, no ship will be allowed to carry an accumulation of stores beyond the regular six months' supply. As showing the absurdity of the statement that the structural changes mentioned above are being made in order to bring 'deeply laden ships' up to a lighter draft, it may be mentioned that when the alterations are completed, the draft will be only from ¾ inch to 1½ inches less than before.

"The cruise was a splendid thing for the ships themselves. Of this the public may rest well assured. There is no surer way in which to insure rapid deterioration of a ship than to keep her moored in harbor. Conversely, there is no better way to maintain a warship in a first-class physical condition than to keep her constantly on the move."

"THERE'S SOMETHING IN THE ENGLISH AFTER ALL."

(Shadwell, in Boston Transcript.)

I've been meditating lately, that, when everything is told,
There's something in the English after all;
They may be too bent on conquest, and too eager after gold,
But there's something in the English after all.
Though their sins and faults are many, and I won't exhaust my breath
By endeavoring to tell you of them all,
Yet they have a sense of duty, and they'll face it to the death,
So there's something in the English after all.

If you're wounded by a savage foe and bugles sound "Retire,"
There's something in the English after all;
You may bet your life they'll carry you beyond the zone of fire;
For there's something in the English after all.
Yes, although their guns be empty, and their blood be ebbing fast,
And to stay by wounded comrades be to fall,
Yet they'll set their teeth like bulldogs and protect you to the last,
Or they'll die like English soldiers, after all.

When a British ship is lost at sea, oh, then I know you'll find
That there's something in the English after all,
There's no panic rush for safety, where the weak are left behind,
For there's something in the English after all;
But the women and the children are the first to leave the wreck,
With the men in line as steady as a wall,
And the captain is the last to stand upon the reeling deck,
So there's something in the English after all.

Though half of Europe hates them and would joy in their decline,
Yet there's something in the English after all;
They may scorn the scanty numbers of the thin red British line,
Yet they fear its lean battalions after all.
For they know that, from the colonel to the drummer in the band,
There is not a single soldier in them all
But would go to blind destruction, were their country to command,
And call it simply duty—after all.

FOR SALE

FOR SALE—Marble Soda Fountain, in good order. Will sell cheap. Apply A. J. Russell, 189 Union St. 25-6-tf

FOR SALE—At a Bargain, an L. C. Smith Typewriter, in use six months. Practically new. Write H. W. ANDERSON, 827 Main Street, Moncton. 14-6-tf

FOR SALE—One large oak refrigerator, built by Quinn, of Portland, Me., 13 ft. long, 7 ft. high, 5 ft. deep, with space for ice in centre, which can be delivered latter part of June. RAYMOND & DOHERTY, Royal Hotel.

FOR SALE—Freehold property corner Prince and St. James streets, with 3 story brick building thereon, containing 3 stores and hotel, all rented. Apply to H. H. PICKETT, B. Solicitor, 65 Prince Wm. St. 20-4-tf.

WANTED

A PANT AND VEST MAKER. A. Gilmour, 68 King St. tf

BARBER WANTED AT ONCE—Will pay $14.00 per week to competent man. Telephone or write, HARRY W. WHITE, Grand Falls, N. B. 29-6-6

WANTED—A First Class Male Teacher for the Advanced Department and a Second Class Female Teacher for the Primary Department of the Harvey District No. 3 School. Apply to the undersigned, GEO. A. COONAN, Sec'y to Trustees, Harvey, A. Co. N. B. 15-6-1

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

WANTED—To rent or purchase, a house, nine or ten rooms. Address, A. Y., Standard Office. 13-5-tf.

LINOTYPE OPERATORS — Wanted, two experienced linotype operators. Must hold Union Card. Apply The Standard, St. John. 20-4-tf.

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