

Wholesale Dry Goods and Woolens

House Furnishings
For Everybody

Lace Curtains
Scrim Curtains
Curtain Muslin and Drap-
eries of all kinds
Cottons and Casement
Cloths
White Bed Spreads
Towels, Napkins and Ta-
ble Linens
Oilcloths and Linoletums
Carpets, Rugs and Squares

Prices Lowest Possible. Goods sold to the Trade only.

Vassie & Company, Ltd.

WHOLESALE DRY GOODS AND WOOLENS
ST. JOHN, N. B.

Our Motto: Promptness, Accuracy, Courtesy, Care.

FEEDS

Shorts, Bran, Oat Feed, Mixed Scratch
Hen Feed, Corn Chop, Corn Meal, Cracked
Corn

At lowest market rates.

G. W. HODGE

SWEET PEAS

CANNAS PAEONIES ROSES

Our list of the above embraces the finest named varieties in cultivation. A postal will bring our descriptive price list by return mail.

Farm and Garden Service

LEONARD C. BOX, F. R. H. S. - - - - - Manager
P. O. BOX 937, FREDERICTON, N. B.

EGGS FOR HATCHING.

BRED TO LAY BARRED PLYMOUTH
ROCKS from stock imported from the
Ontario Agricultural College and the
Maine State College.Price \$1.50 per setting of 15.
Also Premier Strain Partridge Wy
andotte eggs.R. P. ALLEN,
Charlotte Street, Fredericton, N. B.

Property for Sale

Buildings and lot on King street
now occupied by the undersigned as a
carriage factory.For further particulars apply to
FRANK L. COOPER.If you would enjoy the music of the
band you must keep up with the pro-
cession.

GOOD FORM

When you make a call by letter, it should get the same
care you would give to a personal call. You dress correctly
yourself, and courtesy requires the same formal correctness
in your writing paper.

CRANE'S LINEN LAWN
CRANE'S HIGHLAND LINEN
CRANE'S EARLY GEORGIAN
CRANE'S QUARTERED OAK

Either of the above Writing Papers will properly repre-
sent you on any occasion.We invite you to come and inspect our extensive display
of these elegant papers.

The McMurray Book & Stat'y Co., Ltd.

SEALED TENDERS addressed to the
undersigned and endorsed "Tender
for Immigration Detention Building,
Partridge Island, St. John, N. B.," will
be received until 12 o'clock noon, Wed-
nesday, June 4, 1919, for the construction
of an Immigration Detention
Building, Partridge Island, St. John,
N. B.Plans and specification can be seen
and forms of tender obtained at the
office of the Chief Architect, Depart-
ment of Public Works, Ottawa; the
Superintendent of Dominion Buildings,
St. John, N. B.; the Inspector of Do-
minion Buildings, Halifax, N. S., and
of the Overseer of Dominion Build-
ings, Central Post Office, Montreal,
P. Q.Tenders will not be considered un-
less made on the forms supplied by the
Department and in accordance with
the conditions set forth therein.Each tender must be accompanied
by an accepted cheque on a chartered
bank payable to the order of the Min-
ister of Public Works, equal to 10 p.c.
of the amount of the tender. War Loan
Bonds of the Dominion will also be
accepted as security, or war bonds and
cheques if required to make up an odd
amount.By order,
R. C. DESROCHERS,
Secretary.Department of Public Works,
Ottawa, May 13, 1919. 31Material may be saved in the width
of skirts but not on the drapings. In-
deed, they are voluminous on some of
the new taffeta gowns.

Cook's Cotton Root Compound.

Price, reliable regulating
medicine. Sold in three de-
grees of strength—No. 1, \$1;
No. 2, \$2; No. 3, \$5 per bot-
tle. Sold by all druggists, or sent
prepaid on receipt of price.
Free pamphlet. Address:
THE COOK MEDICINE CO.,
TORONTO, ONT. (Formerly "Widener")

CANADIAN
PACIFIC

GENERAL CHANGE OF TIME

Passenger Train Service from Fred-

ericton Effective May 4th.

Daily except Sunday

Eastern Standard Daylight Time.

Departures—

Leave Fredericton 5.05 a.m.
Arr. F'ton Jct. 5.55 a.m.
Leave Fredericton 8.40 a.m.
Arr. F'ton Jct. 9.30 a.m.
Leave Fredericton 4.55 p.m.
Arr. F'ton Jct. 5.45 p.m.
Leave Fredericton 7.50 p.m.
Arr. F'ton Jct. 8.40 p.m.

Arrivals—

Leave F'ton Jct. 7.15 a.m.
Arrive Fredericton 8.05 a.m.
Leave F'ton Jct. 10.15 a.m.
Arrive Fredericton 11.05 a.m.
Leave F'ton Jct. 6.10 p.m.
Arrive Fredericton 7.00 p.m.
Leave F'ton Jct. 9.05 p.m.
Arrive Fredericton 9.55 p.m.
N. R. DesBRISAY,
District Passenger Agent.

FARM FOR SALE

The desirable farm property at Low-
er Caverhill, Parish of Queensbury,
York County, owned and occupied by
Henry Hallett, is now offered for sale.
The farm consists of 150 acres, 125
of which are cleared and the balance
is in woodland. The buildings include
a nice dwelling house, three good
barns and outbuildings. The farm
is well watered and in a good state of
cultivation. For further particulars
apply to
JOSHUA HALLETT,
Millville, York Co., N. B.

CASTORIA

For Infants and Children
In Use For Over 30 YearsAlways bears
the
Signature of *Chas. H. Pitcher*AVIATORS WERE HAMPERED
BY DISGREEABLE WEATHER

Adverse Conditions Prevented Them from Making the Flight
from Trepassy Bay to Ponta Delgada on Schedule Time—
Commander Towers Tells of Experiences of Himself and
Crew—Ran Out of Fuel and Encountered Heavy Fog.

Ponta Delgada, May 21.—Exception-
ally bad weather, which was totally
unexpected, was the sole reason for
the failure of all three of the Ameri-
can navy's seaplanes to fly from Tre-
passy, Nfld., to Ponta Delgada on
schedule time, said Commander John
H. Tower to the correspondent of the
Associated Press.

The man who commanded the over-
seas flight in his flagship N. C. 3 and
the members of his crew who had re-
ceived a severe buffeting both from
the storm overhead and the turbulent
sea when the plane was damaged on
Saturday in alighting on the water,
were much refreshed tonight after re-
gaining sleep lost while bucking the
storm for sixteen hours and being
adrift for fifty-three hours more, en-
tirely out of communication with the
world.

"Individually," said Commander
Towers, "the members of the crew of
the N. C. 3 virtually gave up hope of
being rescued Saturday night, but col-
lectively they showed no signs of fear
and carried on until they arrived in
Horta Monday and heard the forts fir-
ing salutes in welcome and witnessed

the scenes of general jubilation over
their escape from the sea.

Why They Descended.

"Having run short of fuel and en-
countered a heavy fog, the N. C. 3 came
down at one o'clock Saturday after-
noon in order that we might obtain
our bearings. The plane was dam-
aged as it reached the water and was
unable to again rise. While we were
drifting the 205 miles in the heavy
storm, the high seas washed over or
pounded the plane, and the boat began
to leak. So fast did the water enter
the boat that the members of the crew
took turns in bailing the hull with a
small hand pump, while others stood
on the wings in order to keep the
plane in balance. Meanwhile we were
steering landward.

"That our radio was out of commis-
sion was not known to the crew until
our arrival here. Communication had
been cut off since nine o'clock Mon-
day morning, owing to our having lost
our ground wire. The crew smoked
heavily in order to keep them awake
while we were drifting. No one of
us obtained more than four hours of
sleep after leaving Trepassy until
Ponta Delgada was reached. The
hands of all the members of the crew
were badly swollen as a result of their
heroic work at the pump. Otherwise
they did not undergo any suffering ex-
cept Lieut. Commander McCulloch,
one of the pilots, who had a rather
severe attack of seasickness. The
men have now fully recovered from
their trying experiences."

"I believe a transatlantic flight is
practicable without a stop with planes
a little larger than the N. C. type," said
Commander Towers. "The engines of
all three of the planes worked perfect-
ly and could have run for six thousand
miles if there had been sufficient
fuel on board."

Behold the library table scarf play-
ing the role of a sweater! Sweaters
made of hand crocheted filet in patterns
that bring one fond memories of the
library table at home are voted a pop-
ular number for the coming season.
Some with sleeves and some without.

NOTICE

Tenders for Coal and Wood.

Sealed tenders marked "Tenders for
Coal," will be received at the Provin-
cial Department of Public Works
Fredericton, N. B., up to and includ-
ing May 31st, 1919, at twelve o'clock
noon, for supplying:

150 tons hard coal, large size, and
75 tons soft coal, for the Legislative
Building,
100 tons hard coal, egg size, for the
Departmental Building,
40 tons hard coal, egg size, for the
Agricultural Building,
20 tons hard coal, egg size, for the
Educational Department.
8 tons hard coal, egg size, for the
offices of the Registrar of Su-
preme Court.

15 tons hard coal, egg size, for the
O'Connor Building.
15 tons hard coal, egg size, for the
offices of the Forestry Branch
and Road Engineers.
160 tons hard coal, egg size, for the
Normal School.
125 tons hard coal, egg size, for the
Normal School Annex.

The hard coal to be properly screen-
ed and the entire quantity to be de-
livered not later than August 1st, 1919,
at the above mentioned buildings, or
as may be otherwise directed.

Sealed Tenders marked "Tenders
for Wood," will also be received at
the same time and place, for supplying:
20 cords of 16-inch hard furnace
wood, and 5 cords of 2-foot hard fur-
nace wood, to be delivered as required.

P. J. VENIOT,
Minister of Public Works
for New Brunswick.
Department of Public Works,
Fredericton N. B., May 17, 1919.

Public
Play
Ground

Give the boys a chance to
play under favorable condi-
tions with a trained Supervisor
and good equipment which will
be provided for the boys free
of charge.

LOOK OUT FOR US ON
THURSDAY,
the 22nd inst.

ALLAN J. WHEELER

R. S. BARKER

R. H. WICKETT

HARRY SMITH

F. J. PATTERSON

W. E. McMULLEN

W. T. GERALD,

Treasurer.

WALKER R. BELYEA,

Secretary.

A SLUGGISH LIVER
CAUSED
Severe Headaches

The duty of the liver is to prepare
and secrete bile and serve as a filter
to the blood, cleansing it of all impu-
rities and poisons.

Healthy bile in sufficient quantity
is Nature's provision to secure regular
action of the bowels and when the
liver is sluggish it is not working
properly, and does not manufacture
enough bile to thoroughly act on the
bowels and carry off the waste pro-
ducts from the system, hence the bow-
els become clogged up, the bile gets
into the blood, constipation sets in,
followed by sick and bilious headaches
coated tongue, bad breath, heartburn,
water brash, bad taste in the mouth in
the morning, jaundice, floating specks
before the eyes, etc.

Miss Dian Clark, Myer's Cave, Ont.,
writes:—"I take pleasure in writing
you concerning the good I have re-
ceived by using Milburn's Laxa-Liver
Pills for a sluggish liver. When my
liver got bad I would have severe
headaches, but I got better after I had
used a couple of vials of your pills."

Milburn's Laxa-Liver Pills gently
unlock the secretion, clear away all
waste and effete matter by acting di-
rectly on the liver, and make the bile
pass through the bowels instead of al-
lowing it to get into the blood.

Milburn's Laxa-Liver Pills are 25c.
a vial at all dealers or mailed direct
on receipt of price by the T. Milburn
Co., Ltd., Toronto, Ont.

A REEL DRAMA
IN THE AUDIENCE

(New York Sun)

The Woman was whiling away a
stormy afternoon at the "movies." The
feature film was one in which action
jumps with hysterical rapidity, from
Western plains to conventional ball-
rooms. In front of the Woman sat two
maiden, daintily and expensively
gowned, but, alas—chewing the eter-
nal gum. The reel reeled on until sud-
denly, in the middle of a critical scene
at the railway station, one of the girls
in question half rose from her seat,
gave a little gasp, and, clutching her
red head necklace, turned on her
friend in suppressed excitement.

"Did you see? It was Charlie. There
he is again. Look."

"I see," said the other, showing de-
cided emotion. "The fellow in the der-
by hat."

"There he is, down the platform.
Now he's going into the waiting room."

The girl with the beads gathered up
her things and began to push her way
out. Her friend caught her by the skirt.

"Where are you going?"

"I don't know. I—"

"Sit down, you goose. He ain't here.
He's probably hundreds of miles away
in Los Angeles."

"That's so," admitted the first girl
and sank back into her seat with trem-
bling lips. Through tear-filled eyes
she watched the finish of the film. But
Charlie did not appear again. Once or
twice the second girl patted her hand.

Who was Charlie? What was the
story? Watching their slim figures
and wise young faces, the Woman
wondered.

Transportation Matters

Mr. Melanson's Promotion.

SOMEONE wrote a letter to the
Halifax newspapers recently stat-
ing that in the selection of officials
for the new Canadian National Rail-
ways, old employees of the Intercolonial
were being passed over for MacKenzie
& Mann men. We do not know how
much truth there is in this statement, but
we do know that three of the best men
of the old Government Railways have
been given three of the biggest positions
in the Canadian National, namely, C. A.
Hayes, as Vice-President and Traffic
Manager; F. P. Brady, General Super-
intendent, Eastern Division, and H. H.
Melanson, as chief of the passenger busi-
ness for the whole system.

The public

probably know

more of Mr.

Hayes and Mr.

Brady than

they do of Mr.

Melanson. Mr.

Melanson's po-
sition as Pas-
senger Traffic
Manager of the
I.C.R. was not
one that offi-
cially brought
him in contact
with the Hal-
ifax and St. John
Boards of
Trade and
other business
organizations;
for while his
work had to do
with a larger
number of peo-
ple than did the
work of the
other two com-
bined, the constitu-
ency he served—
the great un-
washed public—
were not an or-
ganized body,
with a Presi-
dent, a Secre-
tary, and a
Board of Direc-
tors to advise
public officials
with regard to
their various
shortcomings.
Mr. Melanson,
therefore, was
saved the ordeal
of having to
appear before
public bodies to
answer ques-
tions; for which,
no doubt, he
is sincerely thank-
ful. Such confer-
ences, however,
they give a strong
man an opportunity
to show his strength
and to develop

public confidence in him. Mr. Melan-

son, as we have said, did not have the

opportunity to meet the public and

impress them, but he did have an op-
portunity that for all practical personal

purposes was quite as valuable to him. He

had the chance to demonstrate to the

directing heads of the Government Rail-
ways that he was a man of efficiency in

his own department, and it is the fact

that he did so demonstrate, and none

other, to which he owes his appointment
to his new position. Mr. Melanson is a

Maritime Province man, born in West-

morland County, New Brunswick, and

has been in the

service of the

Canadian Gov-
ernment Rail-
way for a great

many years; in

fact he started

with it as a boy

since which time

he has thor-
oughly learned

every section of

the passenger busi-
ness from the

ground up. The

citizens of Mon-
cton no doubtwill regret his de-
parture to Toron-
to, his head-
quarters in the

future, but the

Maritime Prov-
inces as a whole

will be the gainer

thereby, be-
cause in Mr.
Melanson it

will have a

warm advocate

of Maritime

attractions to

visitors. Mr.

Melanson in his larger field will have

the opportunity to send a great many

more people to visit the provinces than

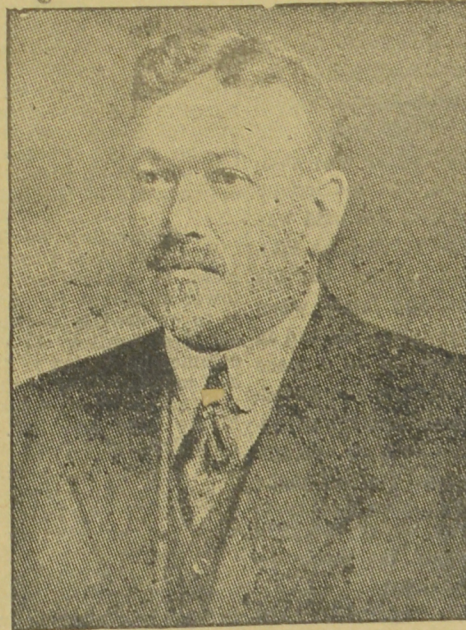
he ever could have reached while

in his old position at Moncton. We

therefore look to him for a very great

help in this connection in the future, for

what more natural expectation could

we have from one who knows the pro-
vinces as he knows them, than that hewould do everything possible to spread
the news of their attractions for
summer visitors in all parts of the
land.—Maritime Merchant.

MR. H. H. MELANSON,
Passenger Traffic Manager Canadian National Railways