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Old Dutch Cleanser

NEGROES TO BE INTERNED

Liverpool, June 13.—It was announced tonight as a result of a conference held today between representatives of the Ministry of Labor and the Lord Mayor of Liverpool and the chief of police of the city it has been decided to intern the negroes from Africa and other countries brought to Europe to serve as labor battalions in the war, pending their repatriation.

Recently there have been race riots in England and Wales due to the negroes.

THREE YEARS IMPRISONMENT

Vancouver, B. C., June 11—Walter C. Findlay, first prohibition commissioner of British Columbia found guilty of illegally importing liquor into the province, and fined charged and convicted of stealing 74 cases of liquor from Government stores he was yesterday sentenced to three years' imprisonment.

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There is nothing more appreciated than to have lots of hot water without heating up the house with a fire in the range.

Install a WICKLESS KEROSENE WATER HEATER and have lots of piping hot water for kitchen, laundry, bath and any other use. One gallon of kerosene will run ten hours. Call and examine them.

D. J. SHEA

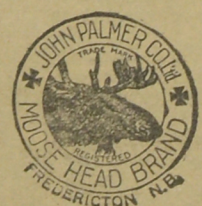
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SUMMER PACKS

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The Ideal Work Boot for the farmer and the man who works out of doors.

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Get a pair from your local dealer.



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Manufactured by the

JOHN PALMER COMPANY LIMITED

Fredericton, N. B., Canada.

THE LEGISLATURE OF NEW BRUNSWICK 40 YEARS AGO

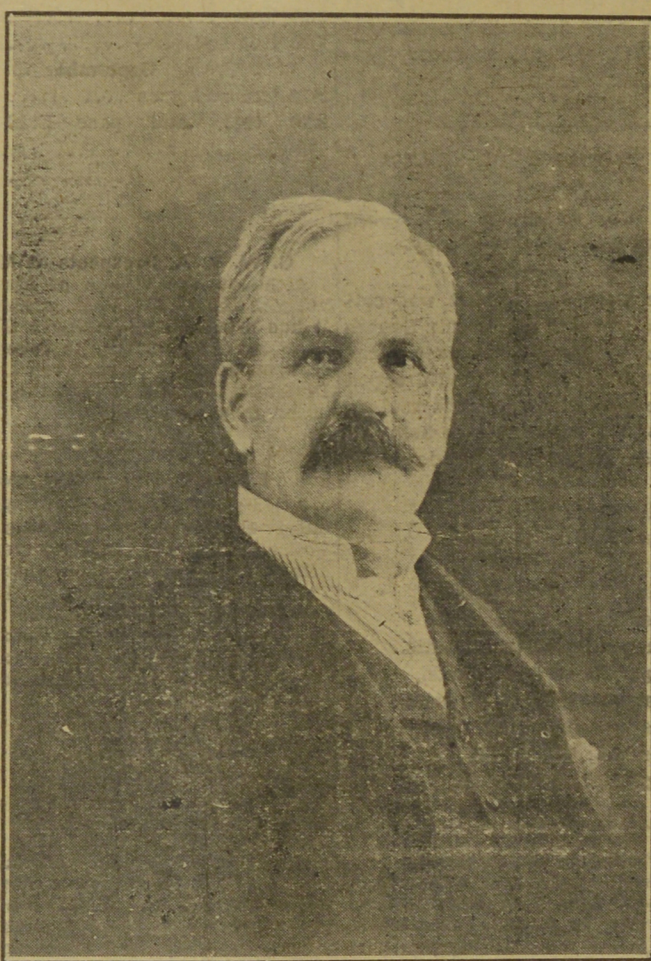
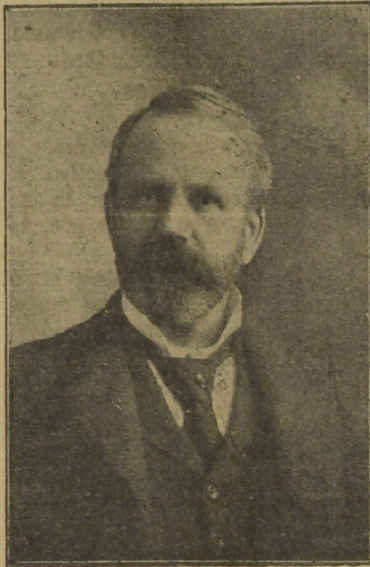
Only Three of the Forty-one Members of That Day are Now Alive—They are Senator Thompson, of Fredericton, Hon. R. J. Ritchie of St. John, and Mr. A. E. Killam of Moncton—Hon. J. J. Fraser was Premier and Hon. A. G. Blair Leader of the Opposition.

Only three of the forty-one members who sat in the Legislature during the session of 1879 are still alive. This is the story told by a study of a large group portrait which adorns the wall of one of the ante-rooms of the Assembly Chamber in the Legislative Building, and it may be accepted as a fact.

Canadian public life. He ran his first election in York for the Legislature in 1874 (forty-five years ago) but was defeated along with his colleague, the late Hon. A. G. Blair. Both ran again in 1878 and were elected, along with Hon. J. J. Fraser and Hon. George J. Colter, now deceased. Mr. Thompson sat in the Legislature until 1885 when he resigned to enter the old Legislative Council. He remained in the Council until 1891, when it was voted out of existence. In the same year Mr. Thompson contested York for the Federal Parliament against the late Hon. Thomas Temple, but was defeated by a small majority. In 1895 he was a candidate for York for the Local House, but was defeated along with his entire ticket. In 1899 he offered again for the Legislature and this time was elected by a majority of 1500. He was called to the Senate in 1902.

Ministry in 1879.

The Executive Council in 1879 was composed of Hon. J. J. Fraser, Premier and Attorney General, Hon. Wm. Wedderburn, Provincial Secretary; Hon. P. A. Landry, Chief Commissioner



HON. F. P. THOMPSON,

As he looks today (below) and (above) as he looked about twenty-five years ago.

The survivors are Hon. F. P. Thompson, of Fredericton, a member of the Senate of Canada; Hon. R. J. Ritchie, Adams, Surveyor General; Hon. D. L. Hanington, and Hon. W. E. Perley, Police Magistrate of the city of Saint John, and Mr. Amasa E. Killam, of Moncton, formerly bridge inspector on the I. C. R., but now on the retired list. Of this notable trio, Senator Thompson is the only one remaining in public life.

A Political Veteran.

Senator Thompson, although still a well preserved and vigorous man, may be classed as one of the veterans of

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er of Public Works; Hon. J. H. Crawford, Solicitor General; Hon. Michael Adams, Surveyor General; Hon. D. L. Hanington, and Hon. W. E. Perley, without portfolio. The Speaker of the House was Hon. B. R. Stevenson, one of the members for Charlotte.

Opposition of That Day.

Hon. A. G. Blair was leader of the opposition, and his little band of followers included Mr. William Elder, then editor of the St. John Telegraph, Mr. David McLellan, and Mr. R. J. Ritchie, all representatives of St. John city. When Mr. Blair was called upon to form an administration in 1883, Mr. Elder joined him as provincial secretary, and Mr. Ritchie became solicitor general.

Upon the death of Mr. Elder in 1883 Mr. McLellan succeeded him as provincial secretary, holding the portfolio until 1890.

In 1879 Sunbury was represented in the Legislature by Hon. W. E. Perley and John S. Covert, and Carleton by John Leighton and Hon. George W. White, the latter afterwards becoming a member of the Legislative Council. The late Hon. Francis Woods was one of the members for Queens. The late Ernest Hutchison, who died recently in the south, was a member for the county of Northumberland.

Westmorland was represented by the Hon. P. A. Landry, Hon. D. L. Hanington, Joseph L. Black and A. E. Killam.

USE OF GRAVEL IN BUILDING UP THE ROADS

The Ontario Government reports of 1913 show that the organized portion of Ontario had 55,000 miles of public highways. Of this mileage 19,000 were gravel roads; 2,700 stone, 16,000 graded earth and the balance unimproved. This shows that gravel was the one principal material used in road improvement up to that date.

Since 1913 traffic conditions have entirely changed, largely as a result of the wide use of motor driven vehicles. It is beyond doubt that pit-run gravel is unsuitable material for the construction and maintenance of main roads on which there is much motor traffic. This is the statement made at the recent good roads convention at Quebec, by Chas. Talbot, C. E., county road superintendent, of London, Middlesex County, Ontario.

In the course of a paper on gravel roads Mr. Talbot pointed out that since 1913 the back roads throughout the summer season and the early autumn have been in better condition and more pleasant to drive on than some main highways. As a result, he said, hundreds of miles of serviceable back roads are being destroyed annually by traffic diverted from the main roads because their class of construction is not strong enough to withstand the demands placed upon them. These main roads he declared should be taken over by the Provincial Government and they, together with the roads required to make necessary connections will form the great provincial highways of Canada.

Mr. Talbot gave numerous reasons why the Provincial Government should take up the question of road construction the principal argument being that it was too big and too complex even for municipalities to handle. He detailed the specifications for gravel roads built in Middlesex county in 1854 and stated that they were so good that comparatively little change was required for gravel road construction today. The grades are now built the same width, the hills are reduced to nearly the same grades, the gravel is placed in almost the same manner except that the shoulders of the grades are recommended to be drawn to the sides of the gravel to retain it in position, instead of placing it in a trench in the centre of the grade.

In the old Middlesex specifications lam, and Albert by Dr Lewis and G. L. Turner.

Three members of the Legislature returned in 1878, viz., Messrs. Fraser, Hanington and Landry, afterwards gave many years of useful service on the Supreme Court bench of the province, and Mr. Fraser closed his career in the gubernatorial chair.

Several of the members were called upon to serve in the House of Commons, while Mr. Wedderburn became County Court Judge for the district of Kings and Albert.

Nearly Every Girl Can Make Herself Pretty and Attractive

SOME WHOLESOME TRUTHS EVERY GIRL SHOULD THINK ABOUT.

Probably you know just such a girl.

Perhaps she is sixteen—good to look at, and pretty—quite interesting because she reflects the graces and charm that gives promise of happiness to herself and others. But she is not strong. The color in her cheeks, once so rosy, has faded away—her eyes are listless—the buoyancy of spirit and vigor she once possessed are sadly lacking. Parents, friends, this girl needs Ferrozone—needs it that her blood may be renewed—needs it to restore the nerve force that growth, study and the development of her fresh youth have exhausted. This girl will become queen with Ferrozone—which will restore her color—bring back her oldtime energy—give brightness to her eyes and vivacity to her spirits. In Ferrozone every girl finds strength—then she can do things. In Ferrozone there is endurance—that drives away morning tiredness and languor. For the girl or woman that wants to be happy, healthy, winning—who values rosy cheeks, laughing eyes and abundant good spirits, nothing can compare with Ferrozone. 50c. per box, or six for \$2.50. Get it today from any dealer in medicine, or by mail from The Catarrhazone Co., Kingston, Ontario.

nearly one-third more gravel was required than is recommended in the Ontario Government regulations and it had to be screened and the stones broken instead of placing it on the road in its natural condition. The screened gravel produces a road which in the spring, and fall during excessively wet weather sustains the traffic better than the unscreened material; but the screened gravel road is rough and objectionable to drive upon during the greater part of the year. The unscreened gravel road is a little muddy during wet weather and ruts more readily than the screened gravel; but the mud soon dries, and the ruts are easily filled in with the road drag and the road is a much more pleasant and useful road in that the surface is easily maintained in a smooth and satisfactory condition, provided the traffic is not excessive.

The importance of road drainage was emphasized by Mr. Talbot but he favored underdrainage rather than open ditches. Throughout his paper that gravel is not a suitable material for the construction of modern main roads. The splendid old gravel roads of Middlesex did good service for sixty years but would shortly require re-surfacing and it should be done with more substantial material than gravel.

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