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QUEEN STREET, WEST END

For the Warm Weather

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

PALMER'S

SUMMER PACKS

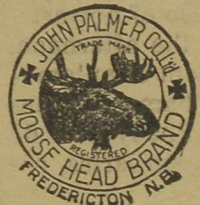
and PLOW SHOES

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



COMFORTABLE, WATERPROOF, DURABLE

Get a pair from your local dealer.



Be sure they are stamped
Moose Head Brand
Manufactured by the

JOHN PALMER COMPANY LIMITED

Fredericton, N. B., Canada.

OLD DAYS ON THE ST. JOHN RIVER ARE RECALLED

The Towboat as a Means of Freight Transportation Passed Into Oblivion About Fifteen Years Ago—Made Regular Trips Between Fredericton and Woodstock—Scores of Them Plied Between Fredericton and Edmundston in Pre-Confederation Days.

The towboat as a means of transportation on the St. John river is now a thing of the past, but not so many years ago these cumbersome looking horse-drawn craft plied regularly during the summer months between Fredericton and Southampton, carrying many tons of merchandise consigned to storekeepers along the river. In those days a "wheelbarrow" steamer, which could almost run on a heavy dew, gave tri-weekly service between Fredericton and Woodstock during the months of May and June, and after that the country merchants in the river parishes of York county had to depend almost altogether on the towboat for their supplies. The old-fashioned towboat was in reality a large sized scow, well decked over and having on the after part a good sized house which did duty as a galley and cabin for the "crew" and was also used for the storage of freight.

The towboat was not a very picturesque craft, and did not travel at a very high rate of speed, but it served a useful purpose and never failed to deliver the goods. The freight capacity was about twenty tons, and the trip from Fredericton to Pokiok under ordinary conditions could be made in about two days. The start was usually made from Fredericton at daylight in the morning and the craft would tie up wherever night happened to overtake it.

The crew of a tow boat usually consisted of two men, one of whom would drive the span of horses which hauled the craft, while the other from his place on top of the cabin would skillfully manipulate the helm or "sweep," as it was called. This consisted of a long wooden oar which was so arranged that it served the dual purpose of a rudder and scull. As the towline attached to the horses was from one hundred to one hundred and fifty yards in length, the man on deck with the aid of the sweep had no difficulty in keeping the craft well under control.

As the towboat with a full cargo did not draw more than 18 inches of water, they were able to remain in commission the entire season, and usually made one round trip a week. The rate on freight amounted to about 25c a barrel, and as two hundred barrels of say flour, or its equivalent, could be carried at one time, the total proceeds of a trip amounted to about \$60. On the trip up river from Fredericton merchandise was carried, and farm produce generally provided the return cargo.

Some Towboat Skippers.

The late Alex. Munroe, Jr., of Southampton, known as "Big Sandy," was one of the best known towboat skippers along the river. He operated one for a number of years and transported many tons of freight between Fredericton and Southampton. Mr. Munroe once tried his hand as pilot on the steamer Aberdeen, but though familiar with the river channels, he came to grief on his first trip by colliding with a wire ferry cable.

Mr. Thomas Davidson, caretaker of the County Court House, claims to have been the last person to operate a towboat on the river. He handled a craft belonging to Fox and Allen, of Hawshaw, for three seasons, and he made his last trip in the fall of 1905. Mr. Allan Stairs, of Southampton, is another who had considerable experience in the towboat trade in the old days.

The Past Recalled.

In pre-Confederation days, before the advent of railways, the towboat for a good part of the year was the only means of water communication between this city and upriver points.

Freight was brought to this city by steamer from St. John and re-shipped by towboat to points as far north as Edmundston. At Grand Falls the cargo would be removed, and the boat taken out of the water, drawn by horses and launched at a point above the cataract. The cargo, restored, the craft would continue on as far as Edmundston.

Ex-Warden John Scott of this city informs the Mail that he can readily recall the time when all freight shipped during the summer months from Fredericton to points on the Upper St. John, was handled by towboats. He says a large number of them were employed in the service and he has often counted as many as fourteen at one time, all heavily loaded and headed for up river. The trip to Grand Falls consumed from a week to ten days, but the people in these times were well endowed with the virtue of patience.

Cleans in the Hard-to-reach Places

Yes, Old Dutch is the most thorough cleanser as well as the quickest and easiest to use.

Never harms your hands.

CANADIAN BORN BANDIT SMILED AS JURY GAVE MURDER VERDICT

New York, June 25—Gordon Fawcett Hamby, or Jay Boyd Allen, as he prefers to be called, the Canadian born bandit, who held up the East Brooklyn Savings Bank last December and shot two employees to death, will have his wish granted. He will die in the electric chair. He will be sentenced tomorrow. After 47 minutes' deliberations yesterday the jury found him guilty of murder in the first degree. The specific charge levelled against him was that he had shot and killed DeWitt C. Peal, paying teller of the bank. When the dead man's widow appeared in the witness box yesterday, Hamby looked at her and smiled that cold, cynical, sneering smile with which he greets everything—even a sentence of death.

Yesterday's proceedings were probably unique in the annals of a Brooklyn court. When the State's star witness, George McCullough, the driver of the taxi in which Hamby and his unknown accomplice drove to the bank, was on the stand, Francis X. McCaffry, attorney for the bandit rose to cross-examine. Hamby leaned forward from his much-guarded place and seized McCaffry's coat-tails and said: "Don't cross examine him, it only delays things." He then relaxed in his seat, and sat complacently smiling for nearly six hours as the prosecution, unopposed pushed its way to a conviction.

District Attorney Lewis made a vitriolic onslaught on Hamby in his summing up. Hamby smiled.

Judge's Scathing Remarks

Justice Fawcett, after remanding the prisoner for sentence, characterized him as the "worst man to come before me in my thirteen years on the Bench, during which I have presided at over 6,000 convictions."—and Hamby smiled on.

"The criminal records of Jesse James," continued the Judge, "and all the other bandits that I may call to mind pale into insignificance in comparison to the record of this defendant whom you have convicted. I think I echo the sentiments of the people of Brooklyn when I thank the jurors for their verdict."

And Hamby smiled.

McCullough identified the prisoner as the man he drove to the bank and who afterwards forced him to drive away with the loot.

Killer Was Courteous

A woman witness testified that she entered the bank during the hold-up and identified Hamby as the bandit who, while keeping the employees covered with his revolvers, courteously escorted her to the door after she had begged to be let out.

Bank officials swore that the prisoner was the man who fired at Peal and Coons when they refused to hold up their hands.

Hamby was taken afoot from the courthouse to the jail, a distance of nearly half-a-mile. A crowd of several hundred people followed him as he strode nonchalantly along smoking a cigarette, handcuffed to two deputies, while armed policemen followed close on his heels.

Hamby smiled at the crowd as though he had not a care in the world and on reaching the jail, turned to his guards and said: "Home again."

Pain Over Eyes is Gone, Headache Cured, Catarrh Relieved!

This is the Common Experience of Those Who Breathe the Vapor of

CATARRHOZONE

Remember this, Catarrh can never be cured or even relieved by a cough syrup, a spray, or tablet treatment. Trouble in these remedies slip quickly over the sore irritated membranes, drop into the stomach and do little else but harm digestion. It's different with "Catarrhozone"—you inhale it. Every breath sends healing balsams to the inflamed tissues. Tightness, by healing pine essences. The cough dies away, throat is strengthened, soreness and inflammation are cured huskiness is cured. Nothing is so simple, so convenient, so certain to cure as Catarrhozone. The dollar outfit includes the inhaler, costs \$1.00, and is guaranteed to cure. Small size 50c, trial size 25c, all dealers, or The Catarrhozone Co., Kingston, Ont.

and were glad to get any kind of a freight service. The completion of the New Brunswick Railway by the late Mr. Alexander Gibson put an end to the towboat service on the waters of the Upper St. John.

The towboats never attempted to give a passenger service, as the rate of speed was too slow to attract business of that nature. Those who had occasion to travel to up-river points, if they did not possess a rig of their own, travelled by stage coach. The last stage line on the river route was operated between Fredericton and Meductic, and was put out of business by the Valley Railway only a few years ago.

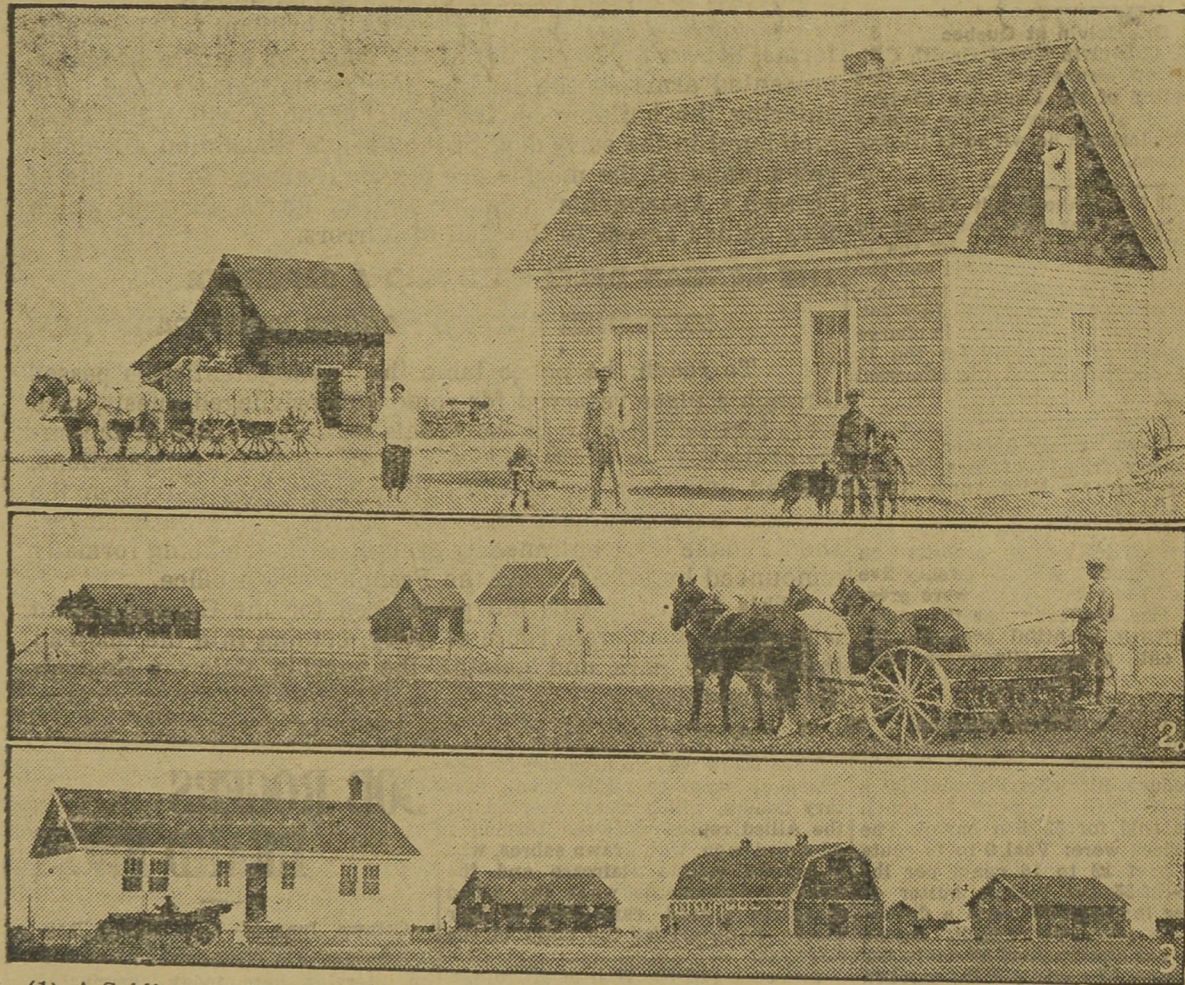
Changed Conditions.

In the old days before railways, circuses visiting the province travelled by the highway road. They usually crossed the boundary line at Houlton and after performing in Woodstock, the caravans would form up and continue down the western side of the river to Fredericton. From this city they would proceed to St. John and thence to Nova Scotia points.

The construction of railway lines along the river has put the old time towboat out of business, and there are those who predict that the time is not far distant when the river steamboat will follow it into oblivion.

The completion of the Valley Railway and the installation of the telephone have done much to improve the conditions of life among the people of the St. John Valley. Many people wonder they ever got along at all with the old-time methods of communication, yet they did get along and people can be easily found who declare that there was more real contentment in the rural districts in the old days than there is today.

From Fighting to Farming.



(1) A Soldier and His Family on a C. P. R. Colony Farm. (2) A Soldier Seeding the Soil. (3) A Typical Colony Farmstead.

Not many months ago two men were in the same battalion in France—the one an officer, the other a private. They both were in at the end and in the short interval since the armistice was signed have come back to Western Canada, received their discharge from the army, and are now occupying neighboring farms in one of the farm colonies prepared for returned soldiers by the Canadian Pacific Railway in Southern Alberta. Here in these colonies are soldiers of all ranks, a number of whom were in the firing line up to the signing of the armistice. What surprises one most is that so many of them have so soon got back to practical work again and the Canadian Pacific Railway is to be congratulated on having had the foresight to adopt a practical scheme which has made it possible for a large number of men to begin farming on their own account in so short a space of time after their release from military duties. But this company has a reputation for making it easy for the right kind of men to get a start at farming, and its soldiers' settlement scheme is only an elaboration of its original "Ready Made Farm" and settlement plans, by means of which many of Western Canada's most prosperous farmers were enabled to

begin farming in a new country under most favourable circumstances and which has contributed in no small measure to their present success.

The soldier settler in these farm colonies has an unusual opportunity to make good. He finds on the farm a comfortable house ready for him to move into with his family and effects. There is a good barn for his horses and cows, his water supply is provided for, his farm is fenced, and he has forty acres of land broken and ready for crop which will bring him a revenue during his first season. For this farm he is not required to pay anything for three years; time enough to give a man an opportunity to bring his farm to a fine state of development and with average luck to have acquired a fair sized bank account as well.

Moreover, if he is unable to purchase live stock, farm implements and seed, he is provided with a team of horses and harness, two cows, a sow, some poultry, some necessary implements and small tools and seed for his forty acres, for which payment is to be made under an agreement entered into for the purpose.

Some of the larger implements are available for use by the colonists in common, a set being allotted to

every three farms and use by them in turn under the direction of the colony superintendent. A fixed charge per day is made for the use of these implements.

The colony superintendent is an expert agriculturist and it is his duty to assist the colonists with advice as to the best manner of conducting their farming operations. His headquarters is the central control farm, a farm somewhat larger than the rest of the farms in the colony, which is used largely for demonstration purposes, and among other functions, serves as a supply depot for male live stock. The central control farm is situated at a point most conveniently reached by all the settlers in the colony and will no doubt become their chief meeting place.

A more enthusiastic community, of farmers will be hard to find anywhere than those in process of formation in these veterans' colonies in Alberta. To see the men at work, for themselves, on their own farms, after what they have gone through is an inspiring sight. The spirit of mutual help and comradeship that is everywhere evident, speaks well for the success of the venture. These farm colonies are sure to become centres of considerable agricultural activity.

Folks who like good 'eats,' like

POST TOASTIES

says Bobby

EVERY GIRL WHO EARNS HER LIVING READ THIS!

Very complex in her physical relations to life, disease early seizes upon the woman who works, and she must therefore guard jealously anything that would tend to destroy her vitality or health.

Probably nothing is of more service than Dr. Hamilton's Pills, and every girl and woman can employ this grand remedy with gratifying results.

As a system tonic and blood renovator, no treatment gives such results. For maintaining good digestion and healthy appetite, it is impossible to equal Dr. Hamilton's Pills.

Dusky, sallow complexion is changed to a healthy, ruddy glow, which proves that Dr. Hamilton's Pills circulate blood that is rich and nourishing.

Weak organs are filled with new life and vitality; weakness, irregularities and the common ills are prevented.

When you feel poorly, when the head aches, back feels lame, and a drowsy, tired feeling creeps through you—that tells of the need of Dr. Hamilton's Pills; try them. Sold in yellow boxes, 25c.