



## MAIL CONTRACT.

SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon on Friday, the 25th June, 1920, for the conveyance of His Majesty's Mails on a proposed Contract for four years, 3 times per week on the Canterbury Station Rural Route No. 4, commencing at the pleasure of the Postmaster General.

Printed notices containing further information as to conditions of proposed contract may be seen, and blank forms of Tender may be obtained at the Post office of Canterbury Station and at the office of the Post Office Inspector.

H. W. WOODS,

Post Office Inspector.  
Post Office Inspector's Office,  
St. John, N. B., May 14, 1920.

## MAIL CONTRACT

SEALED TENDERS addressed to the Postmaster General will be received at Ottawa until noon on Friday, 16th July, 1920, for the conveyance of His Majesty's mails on a proposed contract for four years, 3 times per week on the Fredericton Rural Route No. 3, from 1st October next.

Printed notices containing further information as to conditions of proposed contract may be seen and blank forms of tender may be obtained at the post office of Fredericton and at the office of the Post Office Inspector.

H. W. WOODS,

Post Office Inspector.  
Post Office Inspector's Office,  
St. John, N. B., June 4, 1920.



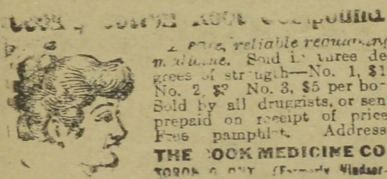
## MAIL CONTRACT.

SEALED TENDERS addressed to the Postmaster General will be received at Ottawa until noon on Friday, the 16th July, 1920, for the conveyance of His Majesty's mails on a proposed contract for four years, as required, between the Fredericton, N. B., Post Office and Parcel Post Delivery, on and from the Postmaster General's pleasure.

Printed notices containing further information as to conditions of proposed contract may be seen and blank forms of tender may be obtained at the Post Office of Fredericton, N. B.

G. C. ANDERSON,

Supt. of Mail Service Branch.  
Post Office Department,  
Ottawa, May 27th, 1920.



## The Electric Lights

Illuminate your home with it and ask for particulars

THE MARITIME ELECTRIC CO.

FREDERICTON, N. B.

## Picnic and Outing Supplies

THERMOS BOTTLES, LIME JUICE, STRAWBERRY VINEGAR, GRAPE JUICE, PAPER PICNIC PLATES.

WILEY'S PHARMARCY

York Street

## DEERING MOWER

"CUTS CLEAN, REGARDLESS OF CONDITIONS."

You buy a Mower to cut grass and you expect it to do so under all ordinary conditions without wasting the grass, clogging the Mower or putting excessive strain upon the horses. There are reasons why the Deering Mower will cut grass even when conditions are bad, without danger of encountering any of these difficulties.

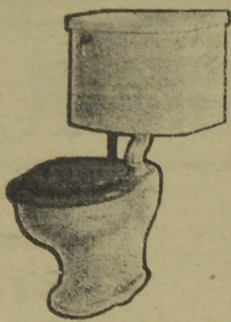
## DEERING REPAIR SERVICE

We carry a good supply of repairs for the Deering Mower and can supply any repair part quickly.

Now is the time to place your order for your Harvesting Machinery for this summer, and we solicit your business.

J. CLARK &amp; SON, Limited

FREDERICTON, N. B., and BRANCHES.



## The Aristocrat of Closet Construction

This closet combination is made entirely of snow white, easily cleaned, non-absorbent, vitreous china, which will give years of service without chipping, cracking or brazing.

Having a heavy rim and large water surface, this fixture is more sanitary and provides a greater degree of non-soiling insurance than any other closet.

Upon request we will gladly estimate the cost of installing this Aristocrat of closet construction in your home. Asking for this information will not obligate you in any way.

**SHEA'S PLUMBING ESTABLISHMENT**  
Carleton Street.



## MAIL CONTRACT.

SEALED Tenders addressed to the Postmaster General will be received at Ottawa until noon on Friday, 2nd July, 1920, for the conveyance of His Majesty's mails on a proposed contract for four years, 6 times per week on the Prince William Rural Route No. 1, commencing at the pleasure of the Postmaster General.

Printed notices containing further information as to conditions of proposed contract may be seen and blank forms of tender may be obtained at the post offices of Prince William and Kingsclear, and at the office of the Post Office Inspector.

H. W. WOODS,

Post Office Inspector.  
Post Office Inspector's Office,  
St. John, N. B., May 17, 1920.

\$5 PER DAY—Men send me your address and I will start you in a business of your own earning \$5 to \$10 daily the year around. Sample case and plans free. Address H. V. Martin, Windsor, Ont.

## NOT ALWAYS EASY TO SECURE A LOWER BERTH

Mr. Peter McArthur Writes Interestingly on a Subject of Interest to the Travelling Public—Tells Why the Lowers are Generally Spoken for Ahead by Aristocrats—An Organization Looks After Them.

(Peter McArthur in Toronto Globe.)  
Ekfrid, June 9—There are times when a man can be very dense. During the past year I have crossed the continent twice—stood by "the wine-dark" Pacific, and mused by the "salt, unplumbed, estranging" Atlantic—and all through the journey, both going and coming, a piece of news that will interest all travellers was "ticking my consciousness with the tip of its tail." But until my last day's travel did I make the discovery that aroused both amusement and wrath. The story of it will now be told for the first time because it will do as well as anything else to show how enterprise and organization may defeat democracy, and that although we may be equal before the law our case may be different before a Pullman car porter.

At different times during the past few years I have meditated writing an essay on America—including the United States and Canada—as "The Land of Upper Berths." No matter how far ahead I planned my trips and tried to make reservations, I could never get a lower berth in a sleeping car. But there were always uppers to be had, and night after night I clambered aloft. Always trying to make the best of everything, I finally got so that I rather liked them on account of the better ventilation, roomier quarters, etc.

From time to time my nose for news sniced at the prevailing conditions and I wondered vaguely at the type of passengers who were always so fortunate as to have lower berths. Instead of being "the beautiful, pampered women of the wealthy bourgeoisie," they were usually brisk young business men. Not only did they get the lower berths, but having greater facilities for getting out or bed in the morning, they were always first at the wash bowls, and took an unconscious time at their morning ablutions; shaving expertly while the train speeded around curves and arraying themselves like bridegrooms while we poor upper-berthers sat around, yawning sleepily and admiring the backs of their silk undershirts and the nice, wram suspenders that cost about as much as an ordinary man used to pay for a suit of clothes. They primped and preened and left the rest of us only time to wash sketchily before reaching our destination. Then they stepped from the train in flawless form and ready to do business. Having had this experience over and over again from Toronto to Vancouver, and from Vancouver to New York, I should have guessed something, but I was dense. That sleeping-car feeling dulled my perceptions.

Out in Calgary I was given an explanation of the phenomenon that put me on the wrong track and lulled my sense of courage. I had protested to the porter of one of the palatial hotels because he failed to get me a lower berth to Lethbridge.

"Too late," he said, cheerfully. "All the lower berths going both ways are reserved two weeks ahead."

"What's the reason?"

"Everybody is travelling. If I was not a married man and tied down I would be traveling myself."

Certainly everybody did seem to be travelling, for the hotels were crowded to the limit, and one had to telegraph a week ahead to get reservations. Many times even that precaution failed. Often I have slept on a cot in a corridor, and on several occasions, when the corridors were full, I got a berth on a cot in the manager's office.

But the lower berth gentry never had any trouble of that kind. They would walk right up to the clerk's desk and register with an air of authority utterly impossible to a man who has been sleeping in a top berth and is looking dishevelled after dressing hastily. And they were never disappointed. While others were sitting around waiting for someone to check out so that they could get even an inside room opening on an airshaft, the travelling princes would be led to the elevators by obsequious bell-boys and personally conducted to palatial rooms with a southern exposure and a bath. Having a keen sense of my own carelessness and lack of foresight I always humbly attributed my misfortunes to my own shiftlessness, and mildly envied men who could

have their minds so constantly fixed on sub-lunary affairs that they always got the best of everything.

Finally I got what I thought was a possible way out of my troubles—at least so far as lower berths were concerned. Often I had been told that if I came around about an hour before the train started I might get a lower berth.

Someone who had a reservation might fail to turn up, and if I was on hand I might be the lucky one to get that lower berth. As I never put much faith in the suggestion I did not put it to the test, but when coming home from New York last week I had to come a couple of days sooner than I expected, and arrived at the ticket office about an hour before the train started. The impossible happened. I got a lower berth.

I don't know when I felt so puffed up. At last I was on terms of equality with the aristocrats of the travelling public. Their galluses might still make a finer showing than mine in the dressing-room, but as I wouldn't have to wait for the porter to bring me a ladder, I could probably beat them to the wash bowls in the morning. The country habit of early rising would stand me in good stead in a competition of this kind. All the way up to Poughkeepsie I felt the dignity of being a lower-berth passenger, and kept aloof from the common herd of people who have to climb to upper berths. Being new in my class, I did not feel quite up to interviewing other lower-berthers and discussing high matters of international relations with them. Once during the evening a Georgian from Atlanta asked me for information and my reply made him so sad that perhaps it was as well that I kept to myself. He asked me if there were any bars handy to the train when we would get to Niagara Falls, Canada. I was obliged to break the news to him that the nearest bar would probably be in Montreal. His distress was pitiful. Like almost everyone else in the United States he thought that all Canada is wide open. And just think of it. He might have taken the trip to Montreal just as easily as the trip to Toronto. He was holidaying anyway. But I have wandered from my story.

While crossing the lake from Lewiston to Toronto I had dinner and engaged in conversation with a well-set-up business man, who was placed at the same table with me. Being full of pride over that lower berth, I casually mentioned the wonderful luck I had had, on the previous night. He smiled a superior smile.

"I travel quite a bit," he said, loftily, "but I am never troubled that way."

Here at last was a bona fide lower-berther who might be induced to enlighten me.

"Indeed?" I inquired.

"You see, I am a member of —, and it attends to all such matters as getting lower berths, hotel accommodation, and choice theatre seats for its members."

That was a large and illuminating piece of news to be given out in one sentence. I registered polite interest being careful not to arouse his suspicion by any show of eagerness. As I expected, he went on and explained his theme. He did a great deal of travelling, but, by being a member of this organization, all he needed to do was to state his requirements a day in advance, and he would be properly looked after on the trains and in the hotels. They always had plenty of reservations ahead, so that they could look after all travelling members. They held these reservations until an hour or so before the trains started, and then returned those they did not require. He paid an annual fee of moderate proportions, which he regarded as an insurance premium—insuring comfort in travel. He did not explain how the hotels and theatres were approached so that rooms and seats may be secured but it was managed all right. Not a bad arrangement for him and his fellow-members, but how about the rest of us? I had an idea that railroads, hotels and theatres are operated under charters and licenses that insure equal treatment for all. If this is not the case, why not?

Adam's apple is proof that Eve's husband didn't wear long whiskers. There is more serenity than excitement in being decent.

## CANADIAN PACIFIC

## PASSENGER TRAIN SERVICE

From ST. JOHN, N. B.

Effective May 2nd

Daily except Sunday, unless otherwise stated.

EASTERN TIME.

## DEPARTURES—

5.45 A. M. EXPRESS FROM BOSTON, connecting at Fredericton Jct. for Fredericton, and at McAdam Jct. for North and South.

8.20 A. M. From W. St. John for St. Stephen.

8.20 A. M. Daily After May 8th — MONTREAL EXPRESS connecting for Fredericton and Branch Lines North and South of McAdam, except on Sunday.

4.10 P. M. LOCAL EXPRESS for Fredericton.

5.00 P. M. BOSTON EXPRESS, connecting for Fredericton.

6.45 P. M. MONTREAL EXPRESS, connecting for Fredericton.

## ARRIVALS—

5.30 A. M. Daily—EXPRESS FROM MONTREAL.

7.55 A. M. EXPRESS FROM FREDERICTON.

11.45 A. M. EXPRESS FROM BOSTON, Portland, Bangor, etc.

12.00 N. N. MONTREAL EXPRESS.

4.40 P. M. At W. St. John FROM ST. STEPHEN.

10.10 P. M. EXPRESS FROM BOSTON, Portland, Bangor, etc.  
N. R. DesBRISAY, District Passenger Agent,  
St. John, N. B.

## VULCANIZING

For Prompt and Reliable Repair Work, Bring Your Auto Tires and Tubes to the O. K. VULCANIZING SHOP, 552 King Street, Fredericton.

ROBERT C. MacLEAN, Proprietor.

## FOR THE TWENTY-FOURTH

We Have Just Received a Shipment of

## CLEVELAND BICYCLES

Now is the opportunity to get one. Absolutely guaranteed.

WILLIAM MINTO, 306 Queen Street

## FEEDS

FEED OATS

CRACKED CORN

CRUSHED OATS

WHOLE CORN

CORNMEAL

FEED FLOUR

SCRATCH HEN FEED

AT LOWEST MARKET RATES

G. W. HODGE

## Custom Tailoring

The New Importations for the Coming Season are now on display. An early inspection will assure you of a large and varied selection to choose from.

We are also prepared to fill all orders entrusted to us for LITARY CLOTHING at reasonable price. We are sole agents for the Crown Tailoring Company, of Toronto, the largest Military Tailoring Corp. in Canada.

WALKER BROS. MERCHANT TAILORS

QUEEN STREET, WEST END

## KEEP WINTER LAYERS

They shell out the eggs when prices are the highest, and pay the best. The Barred Plymouth Rock easily holds first place as the best general purpose fowl. They are prolific layers and can stand the severe cold of our winters. During the months of December, January and February of last winter gathered 515 eggs from a pen of twelve hens. In an experience of thirty years with many varieties, I never owned such a pen of high class layers. Eggs from the pen are now testing 90 per cent. fertility. I will have for sale a limited number of eggs for hatching from two choice pens headed by Ontario A. C. cocks, at \$2.50 and \$2 per setting of fifteen. As many of these settings are spoken for, no time should be lost in placing orders.

If you want Single Comb White Leghorns I can supply eggs from stock which won the championship at the Fredericton and Moncton shows at \$5 and \$3 per setting.

JOHN N. FERGUSON, - - York Street, Fredericton, N. B.