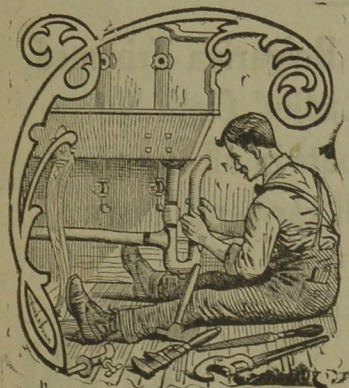


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**OLD STYLE KRYPTOK
REJUVENATING GLASSES**

There is probably little excuse if you do not enjoy the youthful functions of your eyes that you did "years ago."

A call at our office will convince you that the "snows of many winters upon your head" need have no terrors for you. We can carry you back ten, twenty or fifty years, so far as your sight is concerned.

Let us restore and preserve your sight for "what the future holds."

Eyes Examined--Glasses Fitted.

Waldron W. Maxwell
Graduate Optician
84 YORK STREET

GOVERNMENT MEDDLING WITH PROVINCIAL HIGHWAYS

(Toronto Globe)

Ever since Confederation the control of the highways of the various Provinces has remained unreservedly in the hands of the Provincial and municipal authorities, and upon them has been placed the responsibility for making and maintaining the roads. It was one of the basic ideas of confederation that local affairs should be exclusively matters for the local governments, and that the Federal authority should confine itself to national affairs. Even the chartering and control of railways was to be within the jurisdiction of the Provinces, unless such railways were declared to be for the "general advantage of Canada," because they connected two or more Provinces, or for some other sufficient reason.

Only once since Confederation has the Federal Government meddled with the highways. When the telephone was invented, and there was a keen desire for its general introduction, the Dominion Parliament, in Sir John Macdonald's time, gave the Bell Company the right to erect poles and string wires on every highway in Canada forever, without the consent of the Provincial or local authorities. More friction and annoyance has resulted from that wide franchise than almost any other legislative Act of Parliament.

The Borden Government is now engaged in the second legislative excursion on country highways since Confederation came into force. The motive is a creditable one—the improvement of the main roads—but the method proposed is all wrong, and that is why the Senate has amended the bill. As it passed the Commons, despite strenuous opposition from the Liberals, the bill conferred on the Government power to grant money "to the several Provinces" every year by order in Council, from subsidies voted by Parliament for the improvement of existing highways, or the making of new highways. But the bill showed that it was not the intention of the Government merely to hand over the subsidies to the Provincial and local authorities to be spent. Clause six of the measure provided that the Minister of Railways and Canals, with the approval of the Governor-in-Council, "may undertake the construction of any new highway or the improvement of any existing highway or bridge in any Province, and may expend in such improvement or construction the whole or any part of the sums voted

by Parliament for such subsidy to that Province; provided, however, that the Minister shall first obtain the necessary authority from the legislature of such Province and the consent of the Lieutenant-Governor-in-Council."

It must be remembered in considering the effect of this clause that the measure as sent up from the Commons did not provide for the distribution of the highways subsidy to the various Provinces according to population. The government of the day would be able legally to display favoritism in this respect. Let us see what the "electioneering" possibilities are. The Provinces are divided in their political allegiance. Prince Edward Island, New Brunswick, Ontario, Manitoba, and British Columbia have Provincial Governments in close alliance with Mr. Borden's Ministry, while Nova Scotia, Quebec, Saskatchewan and Alberta have Liberal Provincial Governments. An election is coming on in Manitoba. The Provincial Government is known to be hard pressed. Of the million or more dollars devoted by Parliament to road improvement for the year half a million is set apart by order in Council to be spent in Manitoba directly under the supervision of the Minister of Railways. The Globe has no hesitation in saying that to place such power in the hands of any Minister, whether Liberal or Conservative, would make the highways improvement grant a source of corruption without parallel in our history. During a Provincial election in a Province the government of which was in alliance with the Federal government the road money would be squandered in making friends, and the country would not get value for the expenditure.

The Senate struck out clause six, and it did well. Ottawa has enough to do without taking to itself the right to build highways from Cape Breton to Vancouver Island. The Senate further amended the highways bill so that the subsidy shall be paid to the Provinces equitably according to population. In that also it did well. A square deal for each Province was the very foundation-stone of confederation. If Mr. Borden refuses to hand over the highways subsidies to the provincial governments—a majority of which are in control of his own political friends—it will be evident that the intention was not so much to improve the highways as to pave the way to political power.

**A RACKING COUGH
AND SORE THROAT
CURED IN FIVE HOURS**

Used the Proper Remedy and Colds
and Sore Throat Disappear

"When I came home last evening," writes Mr. Thomas E. Jarvis, "I was all used up with cold and a racking cough. I felt sick all over. My wife rubbed my throat and chest every hour and made me gargle with Nervilleine and water. I was soon warmed up and made comfortable with the Nervilleine and the chilly sensation passed away. At 11 o'clock, after five hours' treatment, I was practically well. I therefore write you at once in order that it may be publicly known that Nervilleine will knock out a bad cold over night."

It is a fact that Nervilleine will ease up a tight chest, will relieve that sore, wheezy feeling, will knock out a cold in just a few hours. It penetrates deeply, draws out the congestion, cures promptly. Get a large family size bottle, 50c.; small size, 25c., at all storekeepers and druggist or The Cattaraugus Co., Buffalo, N.Y.

BULLITT-IASIGI WEDDING

Stockbridge, Mass., May 31—St. Paul's Church was the scene of a brilliant wedding at noon today, when Miss Nora Iasigi, daughter of Mrs. Oscar Iasigi of Boston became the bride of William Marshall Bullitt of Louisville. Mr. Bullitt is a former Solicitor General of the United States. The marriage ceremony was performed by Rev. Thomas Yarbley, assisted by Rev. J. P. Franks. The bride had no attendants. Mr. Bullitt's best man was Henry du Pont of Washington and Delaware. The ushers were Messrs. Ross Todd, Scott Bullitt and G. Robertson of Louisville and Francis B. Crovainsfield of Boston. Following the ceremony there was a large reception at "Clowercroft" the country estate of the bride's mother. Mr. and Mrs. Bullitt will make their home in Oxnook, Ky.

**BEATEN TO DEATH
BY HORSES' HOOF**

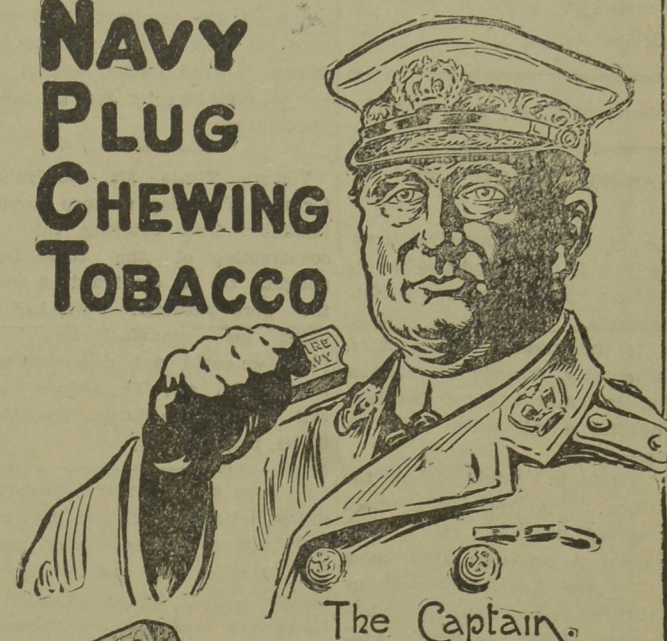
Guelph, May 28—William Stock, a teamster, working for Gowdy Bros., coal and wood merchants, was killed this morning in a runaway accident. Stock was engaged in unloading a car load of slabs at a G.T.R. siding. He had just about finished loading his wagon when his horses became frightened at the yard engine which was shunting a car on to the track on which the car of slabs was standing. The team bolted down an incline toward the old Priory Station grounds. When the wheels of the wagon struck the street railway rails they skidded, causing the driver to lose his balance. His feet caught in the rope used to bind the load, and he hung head down until the wagon collided with a tree, when he became dislodged and fell across the tracks, and was pounded to death by the iron-shod hoofs of the horses. A sad feature of the affair is that Mr. and Mrs. Stock had booked passage for the old country, where Mr. Stock was going to claim a fortune his father had left him.

**PASSING OF FAMOUS
OLD RACE TRACK**

New York, May 31—An auction sale of the Morris Park estate, embracing the historic old race track of that name was begun today. The crowd that gathered for the opening of the sale was the first that has been seen in the great clubhouse since the good old days when racing was an established institution in New York. The sale is expected to last a week or longer as there are upwards of 3,000 lots to go under the hammer. The clubhouse and its furnishings representing an investment of half a million dollars will be disposed of to the highest bidder and may be removed by the purchaser or retained as a home.

Morris Park was first used for racing purposes August 20, 1889, as the successor of the famous old Jerome Park. Under the auspices of the New York Jockey Club and later under the Westchester Racing Association, it was the scene of regular spring and fall meetings for fifteen years, until the end of 1904 when the Westchester Racing Association transferred its activities to Belmont Park.

**EMPIRE
NAVY
PLUG
CHEWING
TOBACCO**



The Captain

What the Captain Says:

"When a man is in charge of a ship he has to keep calm under all conditions.

Empire Navy Plug Chewing Tobacco is a great help."

OPPORTUNITY FOR LIBERALS TO HELP ALONG THE CAUSE

Ottawa, May 7, 1913.

TO THE LIBERALS OF NEW BRUNSWICK:

Efficient organization is the keystone of success in business or politics. The recognition of this fact and the request to their supporters to join in sharing the necessary expense brought success to the Democratic leaders and their party in the United States Presidential elections last year. The funds for legitimate party purposes, such as organization, printing, publicity and travelling expenses, were raised by a popular subscription.

The Liberals of New Brunswick are in need of more thorough organization, of committee work and wider distribution of party literature, for which purposes a considerable sum of money will be required. We believe all loyal supporters of the party will be ready and willing to subscribe to such a fund, and we ask them to do so.

The Liberals are today fighting in the House of Commons for free speech and the people's liberties. We do not know how soon they may be called upon to struggle for their rights at the polls.

We must be ready. The Liberal party must be ready and the only way to be prepared is to organize.

In asking the financial assistance of Liberals for that purpose we are inviting every member of the party to co-operate and stand shoulder to shoulder with us in this memorable struggle. We neither expect nor desire assistance from the trusts, or wealthy corporations, whose interests may clash with the interests of the common people, and this appeal is therefore made to the masses of the electorate, who desire to maintain the rights of the people. It is far more desirable in the interest of the party that the subscriptions should be general, coming from every parish in the province, in other words, that there should be a large number of subscribers for small amounts rather than a small number of subscribers for large amounts.

Subscriptions for any amount from one dollar and upwards will be received by those in the different polling districts in the parishes who are authorized to do so, as well as by the County Treasurers, who will forward all amounts they receive directly, as well as those from parish collectors, to the Provincial Treasurer who will acknowledge the same.

The funds collected will be expended under the direction of the undersigned Provincial Committee representing the Liberal members from New Brunswick in the House of Commons and subject to the audit of Henry E. Hill, of St. Stephen.

H. R. EMMERSON
F. B. CARVEILL
O. TURGEON

The treasurer for York County will be Mr. C. Fred Chesnut of this city. Dr. J. B. Curtis of Hartland is treasurer for Carleton and Hon. L. P. Farris of White's Cove, treasurer for Queens.

L. Fred Sanborn of the Metropoli-care-takers against the Acmes of itan and Pellsaway Driving Clubs re-Dover, at Granite State Park, in recently pitched a winning 10-inning turn for which he will have a mount ball game for Walter Cox and his behind one of Cox's fastest at the