

## THE CANADIAN BANK OF COMMERCE

CAPITAL, \$15,000,000 REST, \$12,500,000

### MONEY ORDERS

Issued by The Canadian Bank of Commerce, are a safe, convenient and inexpensive method of remitting small sums of money. These Orders, payable without charge at any bank in Canada (except in the Yukon Territory) and in the principal cities of the United States, are issued at the following rates:

\$5 and under	3 cents
Over 5 and not exceeding \$10	6 "
" 10 " " 30	10 "
" 30 " " 50	15 "

### REMITTANCES ABROAD

should be made by means of our SPECIAL FOREIGN DRAFTS and MONEY ORDERS. Issued without delay at reasonable rates.

FREDERICTON BRANCH

G. W. HARRISON, Manager

## OUTING HATS :-

Panama and Peanut Straws. Something new in Ratine Hats in colored stripes.

Automobile Hats, Bonnets and Veils.

## THE MISSES YOUNG

(M. E. DOOHAN)  
REGENT STREET

DEALER IN:-

Choice Family Groceries of all kinds. WHOLESALE and RETAIL

CONFECTIONERY, CIGARS, CIGARETTES, TOBACCO AND PIPES A SPECIALTY TO WHOLESALE BUYERS. OUR PRICES IN LARGE QUANTITIES ARE THE LOWEST

## MILLINERY - OF ALL DESCRIPTIONS -

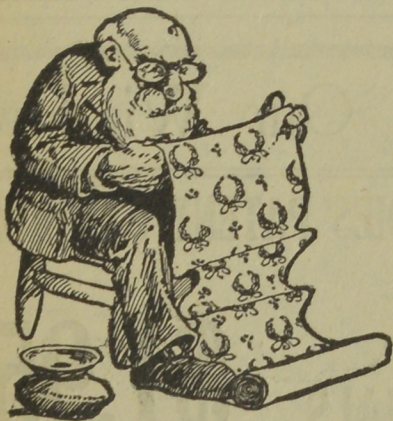
Our Display of Hats include the Very Latest Styles and Fashions. CHILDREN'S TRIMMED and UN-TRIMMED HATS at Lowest Prices.

Miss McCarron PROP. - York Street

## SUMMER MILLINERY

OUR SHOW ROOM HAS A LARGE ASSORTMENT OF TRIMMED HATS, SOME JUST IMPORTED, OTHERS OF OUR OWN MAKE. ALL BRIGHT AND UP-TO-DATE TO SUIT ANYONE AND PRICES TO SUIT ALL. CHILDREN'S HATS, WEDDING AND MOURNING HATS ALWAYS ON HAND

MISS MORGAN - York St.



"YOU CAN'T BE SURE YOU GET THE BEST UNLESS YOU SEE WHAT WE HAVE TO OFFER"

### Close Inspection

Of our Wall Papers reveals their great superiority. In every detail of the manufacture, as well as in designs and colorings, our new papers are simply the perfection of excellence.

McMurray Book & Stationery Co., Ltd.

## HOW TORY FLAG FLAPPERS WORK THE LOYALTY CRY

(Halifax Chronicle.)

Canada is probably the most hysterical country in the world today, and is constantly becoming more instead of less so. Sober reasoning has ceased to be looked for or expected in the electorate, except among the few. Flag-flapping and mob shouting have taken the place of arguments and facts. Mean little prints of the Union Jack and villainous newspaper cuts of alleged warships constitute practically the whole stock-in-trade of the newspaper press of the government party. Any refusal to be convinced by these "works of art" is met by a howl of "traitor," "disloyalist" or other equally convincing epithets of supposed opprobrium.

Is it any wonder that amid this political uproar the people are being confused and befuddled? That is the very purpose of the makers of all the partisan noise. They do not want the electors to think. They do not want them to see aright. Their aim, on the contrary, is to confuse and blind as many as possible.

There is no more admirable sentiment than loyalty to the institutions of one's country. Therefore, there is nothing more despicable than any attempt to convert it to base personal or party ends. Great and justly honored as is the British flag, it becomes one of the foulest and most dangerous of rags when made a party badge and shield, as it has been deliberately made of late in the Dominion. The truth of this will be admitted by every thoughtful Canadian who has observed the recent trend of affairs in this country.

First, there was the reciprocity agreement, a purely business compact between the government of Canada and that of the United States. The questions of loyalty or imperialism did not even remotely or indirectly touch it in any way. The question of true patriotism did—and intimately. That question should have led Canadians to consider calmly and dispassionately whether the arrangement, if confirmed by parliament as it was by the American congress after the most serious consideration and hesitation, would or would not benefit the Dominion industrially and commercially.

There is no reasonable doubt that it would have so benefited Canada. It had been eagerly desired and sought for by more than a generation of Canadians of both political parties, precisely for that reason. So ardent an imperialist as Sir John Macdonald had planned and striven for it all his life. It was a simple matter of exchanging specified natural products between the two countries without taxation on either side. It was, moreover, a purely tentative agreement which either party was at liberty to abrogate at pleasure, after notice was given. It involved ab-

solutely no extra-Canadian consideration.

How was it received? How discussed? By a tearing of the air with toy flags, by shrieks of "God Save the King," and by howls of "disloyalty" against those who tried to set forth the facts with reference to it. Thus it was defeated and the country deprived of its great and unmistakable advantages.

Then came the naval question. Mr. Borden, under Nationalist pressure and after painful hesitation, brought forward a policy of which no one had heard until it was announced in parliament. It was a policy which he and his party lieutenants had specifically and most strenuously condemned in parliament three short years before. They had set out at great length their perfectly valid and unanswerable objections to it. They had joined unanimously in support of the policy which Sir Wilfrid Laurier had adopted, with their support and the approval of the imperial authority, as a substitute for it. Yet, when Sir Wilfrid Laurier adduced the very objections to their policy which they themselves had urged in 1909, and proposed an extension of the policy which they themselves had approved by formal resolution in that year, the old howl of "disloyalty" was, once more, raised against him. The remnants of the "flag" were brought forth and flapped into still more deplorable tatters. "God Save the King" was yelled to drown the arguments of those who opposed the naval aid and to hide the total absence of arguments from those who were supporting it. The old cries of "traitor," "rebel" and "secessionist" were raised against the Liberal leader and every one of his followers. That of "annexationists" has not, so far been heard. But it may be expected in due course.

And the party behind those responsible for this evil uproar utters not a word of direct protest. Apparently it is content that its leaders should hold office by any means, however dangerous or disgraceful and whatever it may do in office or leave undone. The thing is too disgusting, too humiliating to be considered without nausea. There is only one comforting thought in connection with it, and that is that such a monstrous and disgraceful national evil must speedily work its own cure. It is inconceivable that there are not men enough in the Conservative party, of sufficient intelligence and independence to be so revolted by such contemptible political trickery that they will cast aside whatever party ties may hamper them and join hands with Liberals for the purpose of putting the earliest possible end to a state of affairs disgraceful to the Dominion and every one of its people in the eyes of all enlightened outsiders.

If the domestic affairs of Canada cannot be discussed and settled without constant, senseless appeals to irrational prejudices associated with entirely extraneous matters, the sooner we take stock of our national situation with a view to radical reforms, the better will it be for the Dominion and for all concerned.

### TORY NEWSPAPERS

#### REVIVE OLD GAME

Ottawa, May 26—Silly and malicious stories which have been appearing in the Conservative press for the past few days, inspired for the purpose of seeking to indicate discord in the Liberal ranks, and to insinuate a plot between Liberals and Nationalists to kill the naval bill, culminated today in the publication of a slander to the effect that Sir Wilfrid Laurier had threatened to resign unless the Senate killed the naval bill.

As a result of this continued campaign of malicious untruths, Sir Wilfrid, for the first time in many years took occasion to comment briefly upon them in the Commons tonight. Although he rarely took cognizance of such reports, he believed it in this case his duty to all concerned to take early opportunity to state that there was not one word of foundation in fact for the statements published. "I do not know who is responsible for these reports," said Sir Wilfrid, "but I deem it my duty to state that there is not even a semblance of truth in them."

## The Kidneys Are To Blame WHEN A WOMAN'S BACK IS NOT STRONG.

Women are coming to understand that weak, lame and aching backs from which they suffer are due to wrong action of the kidneys.

The kidneys are overtaxed,—given more work than they can possibly do—then they cry out in protest through the pain in the back.

When the back aches and pains it is almost impossible to do her household, for every move and turn means pain.

On the first sign of backache Doan's Kidney Pills should be taken so as to avoid all this suffering.

Mrs. Harvey W. Brownell, Northport, N.S., writes:—"I now take pleasure in writing you, stating the benefit I received by using Doan's Kidney Pills. About a year ago I was terribly afflicted with lame back, and was so bad at times I could not sweep my own floor. While looking through B.B.B. Almanac, I saw Doan's Kidney Pills were a great kidney remedy, so thought I would try a box or two. I did so and found great relief. After using five boxes I was completely cured, and I am very thankful to have found so speedy a cure."

Price, 50 cents a box, 3 boxes for \$1.25, at all dealers or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

When ordering direct, specify "Doan's."

### BIG AUTOMOBILE RACES

#### ON AT INDIANAPOLIS

Indianapolis, Ind., May 29—Everything is in readiness for the third annual 500-mile International Sweepstakes races, which is to be decided tomorrow on the Indianapolis motor speedway. On the eve of this richest and most spectacular auto speed classic in the world, the Hoosier capital is throbbing with enthusiasm and expectancy. The city is filled with thousands of visitors, many of whom come from distant parts of the country to see the big race.

Five miles from the centre of the city, at the motor speedway, the thirty odd drivers of international fame who comprise this year's list of entries, today put their racing motors in final condition for the hard tests, involving the custody of several valuable trophies and \$50,000 in prize money.

There are almost as many favorites for the race as there are starters. "Wild Bob" Burman, the so-called speed king, is one of the drivers whose names are most frequently heard about the cafes, hotel lobbies and other public places where the enthusiasts congregate. Another whose chances are rated equally high is Ralph De Palma, the young Italian American driver, who has pulled down prize after prize since the sport of automobile racing was first introduced in America.

It is generally conceded that among the cars likely to finish at the front are the three Isottas, the big Italian speed creations which have figured prominently among the world's record-breakers. The three cars will be piloted by Harry Grant, Teddy Tetzlaff and Vincenzo Trucco.

Caleb Bragg, Spencer Wishart, Paul Muccarello, Johnny Jenkins, Albert Guyot, Jules Goux, Don Herr, Charles Merz, William Knipper, Ralph Mulford and Harry Endicott are among the other noted drivers who will be seen in the great contest.

### Canadian Northern

#### "Atlantic Royals"

St. Lawrence Route

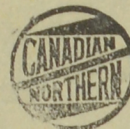
Comfort for All Classes

That's the keynote of the service on the Atlantic Royals. It's the attentive regard for the comfort and pleasure of each passenger expressed in accommodation-meals—and up-to-the-minute equipment that has made the Turbine Steamships

R. M. S. Royal Edward  
R. M. S. Royal George

deservedly famous among experienced travellers. Then in addition to being most modern, both are the fastest in the British Canadian service. But, write for descriptive booklets in colors. They're well worth reading.

Lv. Montreal Steamer Lv. Bristol, Eng.  
Royal George Tues. June 17  
Tues. June 17 Royal George Tues. July 1  
Tues. July 1 Royal George Tues. July 15  
Tues. July 15 Royal George Sat. July 26  
Sat. July 26 Royal George Sat. Aug. 9  
Sat. Aug. 9 Royal George Sat. Aug. 23  
Sat. Aug. 23 Royal George Sat. Sept. 6  
Sat. Sept. 6th. Royal George Sat. Sept. 20th.



For booklets and all information, apply any agent, or P. Mooney, General Agent, 123 Hollis St., Halifax.

CANADIAN NORTHERN STEAMSHIPS, LIMITED

### THE INTERNATIONAL RAILWAY

Uniting Campbellton at the head of navigation on Bay Chaleur with the St. John River Valley at St. Leonards and connecting the Intercolonial and Canadian Pacific Railway systems.

#### Winter Time Table Summary

##### GOING WEST

Express train leaves Campbellton daily (except Sunday) at 7.30 a.m. for St. Leonards and intermediate stations due at St. Leonards at 12.30 p.m.

##### GOING EAST

Express train leaves St. Leonards daily (except Sunday) at 5.00 p.m. after arrival of C.P.R. express from St. John, Vancorb, etc., due at Campbellton at 10.00 p.m.

And in addition to above and to ordinary freight trains there is also a regular ACCOMMODATION TRAIN carrying passengers and freight running each way on alternate days as follows, viz: Going West—Leaves Campbellton at 8.00 a.m. for St. Leonards, and intermediate stations, Monday, Wednesday and Friday, due at St. Leonards at 4.20 p.m.

Going East—Leaves St. Leonards at 8.30 for Campbellton, Tuesday, Thursday and Saturday, due at Campbellton at 4.30 p.m.

Governed by Atlantic Standard Time.

See local time tables and for full information regarding connections, etc., apply to R. B. Humphrey, freight and passenger agent, 55 Canterbury Street, St. John.

E.H. ANDERSON, Manager  
A.A. ANDREW, Traffic Mgr.  
THOMAS MALCOLM, Gen. Mgr.  
Campbellton, N. B.

## CANADIAN PACIFIC

### Around-the-World-Tour

#### "EMPRESS OF ASIA"

To Leave Liverpool June 14th.

SPECIAL BOOKLETS ON APPLICATION

### HOMESEEKERS EXCURSIONS

Special Second Class Round Trip Tickets on Sale every Wednesday until November.

Winnipeg \$40.00 Calgary \$55.50

Equally Low Rates to other Points

### CANADIAN PACIFIC

#### "SHORT ROUTE"

Points in Maritime Provinces to Montreal and West.

### TWO FAST EXPRESS TRAINS

EACH WAY EACH WEEK DAY

Between

ST. JOHN AND BOSTON

W.B. Howard D.P.A. C.P.R. St. J.

## THE DUTCH ROOM

Oysters served in all styles. Coffee and Tea. Sandwiches of all kinds.

We make and deliver Coffee and Luncheon to Parties and Dances. Also Ice Cream and Fancy Ices in any quantity. Prices Reasonable

### WEST END DAIRY

## R.T. BAIRD



### BEULAH CAMP MEETING

June 29 to July 6th.

For information write Rev. S. A. Baker, Fredericton, N. B.

Saddle races for the trotters and pacers will in a few years be a part of every Grand Circuit and prominent fair program.

C.K.G. Billings was a visitor at the Cleveland track last Friday, but a heavy track prevented him from riding behind Uhlman.

### Wm. C. Burt

### F'ton. N. B.

AUTOMOBILE, MOTOR BOAT, AND BICYCLE REPAIRS. AGENT FOR TUDHOPE AUTOMOBILES, "THE CAR AHEAD". PERFECT BICYCLES, COLUMBIA BATTERIES



### Wood's Phosphodine

The Great English Remedy. Tones and invigorates the whole nervous system. Makes new blood in old veins. Cures Nervous Debility, Mental and Brain Weakness, Dependence, Sexual Weakness, Excesses, Spermatorrhoea, and Effects of Abuse or Excesses. Price \$1 per box, six for \$5. One will please, six will cure. Sold by all druggists or mailed in plain pkg. on receipt of price. New pamphlet mailed free. The Wood Medicine Co. (formerly Windsor) Toronto, Ont.