

Carriages and Express Wagons

Our own make and from the factory that has supplied us ever since we have been in business. Our purpose is to sell only good, reliable work and we can refer to hundreds of satisfied customers.

The following is from a letter just lately received:

"St. John, N. B., May 9, 1910.

Messrs. J. Clark & Son, Fredericton, N. B.:
Gentlemen:—

The carriage arrived at our home on Saturday afternoon and each of the members of my family were delighted with it, and personally, I agree with their views.

It affords me much pleasure to hand you a check for the amount due." We have a large stock to select from.

J. CLARK & SON FREDERICTON and ST. JOHN

Howard Rogers and Co.

The Cheap Furniture Store
KING STREET.

BARGAINS IN RATTAN FURNITURE
THIS WEEK

Rattan Chairs only \$2.78 Former Price \$3.75
Beautiful Framed Pictures 74c " " 1.50

REMEMBER THE PLACE.

KING STREET NEAR N. B. FOUNDRY

TENNIS GOODS

Rackets Balls, Nets, Presses, etc.

We Have a Few Last Year's Balls in Stock at Half Price. These are Practically Just as Good as the New Ones

HALL'S BOOK STORE

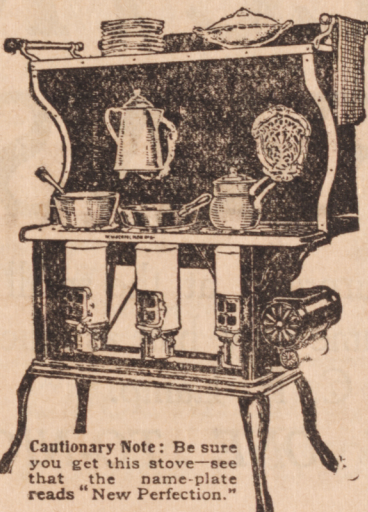
A Storekeeper Says:

"A lady came into my store lately and said:

"I have been using a New Perfection Oil Cook-Stove all winter in my apartment. I want one now for my summer home. I think these oil stoves are wonderful. If only women knew what a comfort they are, they would all have one. I spoke about my stove to a lot of my friends, and they were astonished. They thought that there was small and smoke from an oil stove, and that it heated a room just like any other stove. I told them of my experience, and one after another they got one, and now, not one of them would give hers up for five times its cost."

The lady who said this had thought an oil stove was all right for quickly heating milk for a baby, or boiling a kettle of water, or to make coffee quickly in the morning, but she never dreamed of using it for difficult or heavy cooking. Now—she knows.

Do you really appreciate what a New Perfection Oil Cook-Stove means to you? No more coal to carry, no more coming to the dinner table so tired out that you can't eat. Just light a Perfection Stove and immediately the heat from an intense blue flame shoots up to the bottom of pot, kettle or oven. But the room isn't heated. There is no smoke, no smell, no outside heat, no drudgery in the kitchen where one of these stoves is used.



Cautionary Note: Be sure you get this stove—see that the name-plate reads "New Perfection."

New Perfection

WICK BLUE FLAME
Oil Cook-stove

It has a Cabinet Top with a shelf for keeping plates and food hot. The nickel finish, with the bright blue of the chimneys, makes the stove ornamental and attractive. Made with 1, 2 and 3 burners; the 2 and 3-burner stoves can be had with or without Cabinet.

Every dealer everywhere; if not at yours, write for Descriptive Circular to the nearest agency of the

The Imperial Oil Company, Limited.

MURPHY'S BAKERY

Delicious Turnovers, Raspberry and Strawberry Filling, (Pure Fruit) Pound Cake, Sultana Cake, Fruit Cake, Best Bread and Rolls in City.

Mail and telephone orders will receive prompt attention.

W. J. MURPHY

Phone 365-21 95 Regent St.

J. A. MacADAM

UNDERTAKER

REGENT ST.

Best Goods at Lowest Rates

A First Class Hearse in Connection.

Residence Telephone 117-21

Here is a Chance

Anybody presenting this ad. at my store within the next few days, will be given a 25c Driving Whip for 12c.

A. B. KITCHEN
QUEEN STREET

The Cheapest Harness Store in the City. 25 Broad Street - New York

SIR WILFRID'S CHEERY GREETING

(Continued from page two)

my lot to have to seek a new cabinet colleague and minister of railway and canals. I found the task complicated by what we term in French an "embarrasment du richesse." There were men in the House of Commons who would have adorned the position. Yet I found when I suggested the name to some of my colleagues that opinion was unanimous that the man to fill the office was George P. Graham. (Applause.) He had been for some time in the local legislature. On the departure of Mr. Ross he became leader of the Liberal party there. I recognized that to take him away would be a bad blow to the Liberal party in the Province. Yet I was of the opinion that the game of the Liberal party for some time to come would be played not at Toronto, but at Ottawa, and that his services to his party and to his country would be greater in the Federal arena. Mr. Graham came to us with a big reputation. In my judgment of his achievements he has exceeded even his reputation. We knew him to be exceptional speaker and a thorough debater, but he proved to be also what we did not then know, an excellent administrator. The Intercolonial Railway, which had been a national sore, up to that time, had become a source of revenue under Mr. Graham's administration. Canada had gained much by the splendid services of Geo. P. Graham. (Applause.)

OBJECTS OF THE TRIP

The Premier and his party were on a journey to the four western Provinces of the Dominion. They were going to cross the prairies and mountains, to travel from Lake Superior to the Pacific Ocean. What was the object? The question had been asked by an inquisitive Conservative paper. They had answered it also. An Ontario paper had declared that the trip preceded a general election this fall. A Quebec journal, more candid, added that it was the intention to take advantage of the disorganization of the Conservative party to secure a vote while the financial and political consequences of the naval policy were still obscure, and while the cost of the Transcontinental Railway was still unknown to the electors. This prediction, Sir Wilfrid declared, was erroneous. Time would be given the Conservative party to heal the breaches within its ranks.

To reunite, to organize and prepare the election would be held when the people had had an opportunity to pass upon the merits of the case before them, to choose between the respective policies of the parties. "And if," he added, "the Liberal policy is not the better, we do not deserve nor do we want to win. The election would not come on in the autumn, because the Government wanted the naval policy unobscured. They wanted it discussed and paraded. So, too, with the cost of the Transcontinental. The Government wanted the people to know just what it would cost. "It will cost dear, I admit," commented Sir Wilfrid, "but the people would not be without it, cost what it may. This, too, may be truthfully stated concerning it; every dollar has been honestly expended. There is no graft. I challenge investigation and comparison. So I repeat, there will be no election this fall. We will await the proper time."

TO STUDY NEW CONDITIONS

The Premier defined the purpose of the tour as their desire to become familiar with the new conditions in the west and the necessity for studying them at first hand, of "getting acquainted" with the new citizenhood. This journey had happily commenced at the point of junction between eastern and western Canada. Here the old historic Canada, known in the early days of the French settlement, was finished. The western Canada of the future was unknown. At the time of Confederation, in 1867, this western shore of Lake Superior was the end of the Canadian world. In winter even it was closed to communication. In summer it was reached only by lakes and rivers. Beyond was inaccessible territory. Then the Government very properly built a road, the old Dawson route, and one of the wonders of that time was the 45 miles of wagon road. "Today," declared Sir Wilfrid enthusiastically, "you have three transcontinental railways seeking your shores. Five years ago it was my privilege to turn the first sod of the Grand Trunk Continental. It was a red letter day in my life, because, and I trust, I speak without undue vanity, when the new railway is built I think I may claim some share in projecting and carrying it out." (Applause.)

THE TWIN CITIES

Referring to the cities of Port Arthur and Fort William, the Premier said he admired their progress and had great expectations as to what they would yet attain. At the last census in 1891 the total combined population was less than 7,200, while now it approached, if it did not exceed, 40,000. In a large measure this resulted from the Transcontinental Railway, for he had no hesitation in saying no part of Canada would profit more by it than the two cities at the head of Lake Superior. "It is a matter of history," continued the Premier, "that in the earliest days of the colony, in the days of the French regime, the importance of the

head of Lake Superior was recognized as a strategic point in commerce. Here that association of the Northwest Company, 'Princes, lords of creation,' as Washington Irving describes them, met. The seat of the company was in Montreal, but they were obliged to meet here every year. A century back the shores were in a primitive state of nature, beautiful and picturesque no doubt, but silent and useless beyond the post of traders north of the Kaministiquia River. He described the operations of the redmen, the flotillas of fur traders and voyageurs, the bartering of the warrior and the white trader, the banquet of the lords of creation at night, and their speculation as to the future of their country. "But even the most fantastic imagination," ventured the Premier, "never realized what we see with our eyes today. Alexander Mackenzie, Roderick Mackenzie, Jos. Frohisher and Simon McTavish did not look forward to seeing the bosom of the lake upon which glided the birch canoe deeply ploughed by great craft carrying hundreds of thousands of bushels of wheat. A century was a short space in the life of a nation. Did it follow that the future had greater things in store? The glory of man was that he could not remain stationary, he must move forward or retrograde. Byron had said: 'Naught is permanent in the human race except the Whigs coming into place.' " Sir Wilfrid was inclined to make the modern Canadian version: 'Naught is permanent except the Tories not coming into place.'"

NEEDS TRANSPORTATION.

"I have been studying the situation here today," the Premier remarked. "I have reached the conclusion that this western gateway needs first, transportation; second, transportation, and third, transportation. This is the great need of the head of Lake Superior. You will not tax me with disloyalty if I say you do not sin by excess of modesty. You have a high opinion of the importance of your cities and their possibilities. But I believe we have yet no conception as to what they will be. You are the gateway of western trade. Yet great as is the present production of wheat, it is not a circumstance to what it will be. Last year the west produced one hundred millions of bushels, yet the Minister of Agriculture, who possesses a careful, conservative mind in matters of trade, last month told the people of the great metropolis of the British Empire and the commercial world that within a few years the annual output of wheat would probably be over one billion bushels, and I believe him. The geographical position necessitates all the wheat passing here. It all makes a bee-line in this direction," observed the Premier, with a smile. "Besides, the traffic from Duluth, would pass through the Sault Ste. Marie Canal, which carried fifty-nine millions of bushels last year, while the Suez Canal, the great trade artery of Europe, carried only one-fourth of that amount. The duty of the Government and people, as Sir Wilfrid saw it, was to prepare to carry out to the world the immense volume of freight. "What we must do," said he, "is to dredge these harbors until there is a depth of twenty-five feet. We must also build wharves and breakwaters and provide a way to carry the wheat to the markets of the world. This is our duty, and our policy is our duty."

DEEPEN THE WELLAND.

Tracing the course of traffic from Lake Superior, the Premier pointed out how vessels drawing eighteen feet with 250,000 bushels capacity were compelled to discharge at Buffalo. "We do not want them to do this," said he, "and our only remedy is to deepen the Welland Canal to twenty-two feet. (Applause.) This is one of the first things to which we have to apply ourselves. But this is not all. If you look at the map you will see that a craft which leaves here with a cargo of wheat for Manitoba must go south until it is opposite Windsor and thence again northward, travelling, so to speak, over two sides of a triangle. Study the map again and you will find there is another route by the Ottawa River, the Mattawa River, Lake Nipissing, the French River and the Georgian Bay, almost in line between here and Montreal and many miles shorter. This was the route of the old fur traders of the past. Wheat has replaced the furs, and it is for us to make the old short route available for the new conditions."

THE NAVAL POLICY.

It was not enough, however, to look after trade; the government must deal with the defence of trade. Since Confederation Canadians had possessed a militia of which they were proud, and which had always acquitted itself well, and it was always contemplated that they should likewise have a naval militia. A unanimous resolution expressing Canadian sentiment passed the House in March 1909, but when the bill based thereon was brought down in the concrete form and a delegate was sent to Britain to confer with the Admiralty the Opposition divided. They could not agree. One wing declared it wanted no navy, but a direct contribution; the other wing wanted nothing done at all. It had been charged that the

creation of the Canadian navy would lead to separation. The Premier challenged the statement. Responsible government did not lead to separation in 1841; it led to closer union with the motherland.

"Certain of the Opposition," continued Sir Wilfrid, "have gone out among those Canadians of my own race and creed and said: 'The Government policy will lead to the loss of your autonomy.' There is as much truth in one allegation as in the other. No, I charge this: That they do not understand their country; that they do not understand the age in which they live. It is with colonies as with individuals. The boy grows to manhood as we have grown to nationhood. The boy goes out and he builds him a shack, but he is proud of it because it is his home. But he has not forgotten the old home of his parents. God himself placed in the heart this pride of home. It is there in the boy, in the man, in the nation." (Prolonged applause.)

The Premier concluded with a loyal and feeling reference to the dead king, the peacemaker, and his worthy son.

Has a Preparation That Will Grow Hair Abundantly

This is an age of new discoveries. To grow hair after it has fallen out today is a reality.

SALVIA, the Great Hair Tonic and Dressing, will positively create a new growth of hair.

If you want to have a beautiful head of hair, free from dandruff, use SALVIA once a day and watch the results.

SALVIA is guaranteed to stop falling hair and restore the hair to its natural color. The greatest Hair Vigor known.

SALVIA is compounded by expert chemists.

Watch your hair if it is falling out. If you don't, you will sooner or later be bald.

SALVIA prevents baldness by fastening the hair to the roots.

Ladies will find SALVIA just the hair dressing they are looking for. It makes the hair soft and fluffy, and is not sticky. A large bottle, 50c.

ORANGEMEN CELEBRATE AT OLD ST. ANDREWS

St. Andrew's, N. B., July 12—The Orange demonstration in St. Andrews today was the greatest in the history of the order. More than 3,000 people were present from Fredericton, Woodstock, St. John and Charlotte County. Fredericton sent 300 and Woodstock contributed even more. The weather was all that could be desired, and the celebration proved a great success.

The parade in the afternoon, led by the grand master, Rev. A. A. Rideout of Fredericton, was more than a mile in length. There were three bands.

After marching about the town, the procession stopped at the court house, where there was a round of enthusiastic addresses. County Master Ira Brown, of St. Andrews, presided. The visitors were heartily welcomed by Mayor R. E. Armstrong. Stirring speeches from Grand Master Grimmer and A. D. Thomas, of Fredericton, followed. The Roman Catholic hall was placed at the disposal of the Orangemen for dancing. Memorial hall was used to feed the multitude. Everything passed off satisfactorily.

(Upwards of six hundred persons from this city and vicinity spent the day at St. Andrews, returning home at one o'clock this morning. They made the trip by special train, and all enjoyed the day spent by the seaside. Such a big swarm of visitors slightly overtaxed the hotel accommodation of the town, but this was to be expected and there were few complaints. The crowd was most orderly and there was not a drunken man in evidence during the day, which speaks well for the Orange Order and well for the old shire town of Charlotte.)

THE DRAG OF A RAFT

Mr. T. E. Wilson of San Francisco, referring to the dead water that is dragged immediately behind a vessel of blunt stern, sends to the Scientific American the following interesting facts: Speaking of the towing of log-rafts 300 feet long and 50 feet broad up the Willamette River, Oregon, he writes: "The dead water or drag immediately behind the raft, which moved at a speed of not over five miles per hour, was considerable, in fact so great an amount of dead water was towed behind the raft that it was our custom, after spending the day some miles below Portland, to run our skiffs into the stream immediately behind the raft, and nose up to the rear log, where we were towed without making fast, thus avoiding the exertion of rowing back to the city."

Dr. Sweet's Tonic Beer

ICE COLD IN THE KEG

5 cts. a Stein.

George Y. Dibblee

Druggist

Opp. City Hall.

CLOSING OUT SALE

2000 Sheets of Music to be sold at Low Prices. Ranging from 5 to 15c. A large stock of Music Books also reduced below cost. 8 Pianos all new to be sold at Cost. 3 Gramophones and Records. 1 second-hand Piano. 2 second-hand Organs. A good assortment of Music Rolls and Musical Instruments including:-

VIOLINS, BANJOS, TROMBONES, ACCORDEONS, MELRONOMES, MOUTH ORGANS, VIOLIN BOWS, STRINGS, ROSIN, FIXINGS, INSTRUMENT CASES.

SALE STARTS SATURDAY MORNING.

E. P. Baker Piano and Music Co.

I give notice to our up-town customers that I will open on Saturday next, June 18th. the store on Westmorland St. formerly known as the Mrs. Weaver Home Bakery. For their convenience all Cakes and Pastry the same as sold in our Regent St. Store.

W. BUTCHER Regent Street

The Monitor Generator

THE NON-EXPLOSIVE

CAN WORK WONDERS IN BEAUTIFYING

We can give you entire satisfaction at small cost

The Monitor is unexcelled



in simplicity of workmanship.

A Child can run it.

Let us "Show You"

HOUSES, STORES, CHURCHES.

Makes Cooking Easy and Pleasant.

And is the CHEAPEST Machine on the Market Today.

The Monitor Manufacturing Co. Ltd.

FREDERICTON, N. B.

R. W. McLellan

P. J. Hughes

McLELLAN & HUGHES

BARRISTERS and ATTORNEYS

Money to Loan at Low Rates R.E. Security.

Engraving

Orders for engraving and embossing of visiting cards, letter heads, wedding announcements and invitations, will be taken at THE MAIL OFFICE.

MAIL ADS. PAY.

Tenders Wanted

Sealed tenders, endorsed "Tender for Masonic Temple," addressed to the undersigned, will be received up to noon of Wednesday, July 13th, 1910, for all trades in the erection of additions and improvements to the Masonic Temple, Fredericton.

Each tender must be accompanied by a cheque for 5 per cent. of the amount of tender. Plans and specifications may be seen at Masonic Temple, or at the architect's, 220 Aberdeen Street.

The lowest or any tender not necessarily accepted.

WILLIAM E. MINUE, Architect.

Fredericton, N. B., July 5th, 1910