

Saturday's Offering

AT

THE BROADWAY STORE

OPPOSITE NORMAL SCHOOL

Men's \$2.50 Straw Hats for \$1.50 Each

Men's Suits,	Regular \$10.00 Value for	\$7.50
Men's Suits,	Regular 15.00 Value for	10.50
Men's Suits,	Regular 18.00 Value for	13.50
Men's Suits,	Regular 22.50 Value for	16.50

20 Per Cent off the Price of Panama Hats

Real Panama Hats	\$5.00 Value for	\$4.00
Real Panama Hats	7.50 Value for	6.00
Real Panama Hats	10.00 Value for	8.00
Real Panama Hats	12.00 Value for	9.60

These are without doubt the best values ever offered in Fredericton at the prices.

W. E. FARRELL

The Broadway Store

Opposite Normal School

Something New all the time

Vinolia Eau de Cologne

Just received at the Central Pharmacy.

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CENTRAL PHARMACY **ARTHUR J. RYAN**

Corner Queen and Carleton St.

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We have in stock a complete line of Emblem Pins for following societies.

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K. of P., K. O. C., Knight Templar, Prentice Boys,

Masonic, A. O. H. A. O. U. W., Rebekah.

Also we have a full line of Society Charms and Rings

C. H. FOWLER,

Jeweler and Optician. Opposite Post Office.

CHOICE CELERY, CUCUMBERS, WATERMELONS, PLUMS AND PEACHES.

Try a package of Holland Rusk,

Delicious with Strawberries

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THE YORK STREET GROCER.

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PARIS GREEN

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386 Queen St. Fredericton, N.B.

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OFFER

SPECIAL VALUES

FOR THIS WEEK.

Table Linens	19c, 22c, 29c, 33c and 39c
Towelings	5c, 7c, 8c, 9c and 10c
Prints, very wide	9c, 10, and 12c
Dress Gingham	10c, 12c and 14c
Dress Muslins	7c, 9c and 10c
Lawns	8c, 9c, 10c and 12c
Long Cloth Cotton, very special	10c
Lace Curtains	59c, 75c, 95c, and \$1.00 per pair

In Our CLOTHING DEPT. you will find a

Line of MEN'S SUITS at \$7.50, \$9.00,

\$10.50 and \$12.00

THAT HAVE NO AL FOR THE MONEY

KEEN FIGHT FOR THE A CANADIAN MAIL CONTRACT

All the Steamship Companies in the North Atlantic Trade are Making Strenuous Bids for it---Strong Objection Manifested to Cutting out Queenstown as a Port of Call.

London, June 30—A keen fight for the Canadian mail contract is evidently to be made by all the steamship companies in the North Atlantic trade. The advent of the Canadian Northern Railway Company's steamships Royal Edward and Royal George, the first of which has already broken two speed records, has made the other companies take quick action to retain their supremacy, and several orders for new vessels capable of high speed have been announced.

Success seems to have come to the new company immediately from the despatch of the first of its vessels, which are recognized as the fastest plying in the Canadian trade. The Royal Edward holds the blue ribbon for this route by making a run from Bristol (Avonmouth) to Quebec in 5 days 17½ hours. Her previous best time, which she made on her maiden voyage, was also a record for the Southern route.

Her sister vessel, the Royal George has just inaugurated a fortnightly mail service given to the company by the Federal Government. This puts the Canadian Northern in a strong position, and will probably have some bearing when the present mail contract expires.

The Allan Line, holder of the contract, has ordered a twenty-two knot vessel, and hopes thereby to retain the whole of the contract. At present by an understanding between the two companies, it is shared with the Canadian Pacific Railway Company.

The latter company is also expected to enter the lists, as it has long been considering an extension of its fleets. Report also has it that the White Star-Dominion combination has ordered two express boats in this connection, but no confirmation is at present forthcoming.

PRESENT THE ORDER.

The cutting out of Queenstown as a port of call for such fast steamers as the Mauretania and Lusitania, has given birth to much irritability on the part of business men, not only in Ireland, but in England and Scotland.

Had the course been taken years

ago, when the cross-channel mail service between Dublin and Holyhead was comparatively slow and uncertain, there might have been some justification for ordering a liner with American mail on board to pass by Queenstown.

But as the facts are today there is not a shadow of excuse for ignoring the Irish port of call. The anchorage at Queenstown is among the safest in the world and the harbor mouth, deep and wide, affords easy entrance and egress for the largest ships afloat at any hour and in the thickest weather.

The sixty-four miles of sea between Kingstown and Holyhead are now crossed in two and three-quarter hours by the Irish mail boats, of which there are four, all splendid steamers. They are named after the four provinces of Ireland, Ulster, Munster, Leinster and Connaught. They are owned by City of Dublin Steam Packet Company, which has always kept in the van of progress in carrying on the mail service between England and Ireland.

COMPETITION KEEN

The company has for years been the object of fierce competition from England at the hands of the powerful London and Northwestern Railway Company, which runs a rival line of passenger steamers between Holyhead and North Wall. So far, the Irish company, by pursuing a liberal and progressive policy of public service, has held its own. But the Dublin company's future is now veiled in doubt. The last move by the Cunard people may mean a blow to Dublin Steam Packet company, which will put it out of existence. With the American mail service taken away, the enterprising old company deprived of its most valuable franchise has no longer encouragement to keep its fleet up to the high level of efficiency which has been the proud aim of its directorate, without a break in its policy, since 1839.

This fight against the Queenstown route, born in the cold politics of business rivalry, has been cited by an eminent publicist as one added proof that "the English commercial spirit is the most capricious thing known to the student of human history."

HOOP SKIRT INVENTOR DYING AT HOBOKEN

Joseph Thomas, aged eighty-three a mechanical genius who perfected the sewing machine and originated many other devices is dying at his home, No. 804 Hudson street, Hoboken, of a general breakdown. He has been bedridden for three months. He at times calls for his wife who died last Wednesday, but which fact he does not know.

Besides perfecting the sewing machine, Thomas invented devices for the manufacture of sulphur matches, to make derby hats, to weave braid and to do quilting. He originated the hoop skirt which was popular from 1850 to 1870.

The patents were sold by Thomas, and he made a comfortable fortune. The owners of the patents made millions. The larger part of the estate which Thomas will leave was built up by him when he was engaged in the manufacture and sale of women's clothing.

Women's Jersey's which buttoned down the front were first imported by him and he made much money in this way. Prior to that the women in this country wore similar garments which were put on over the head.

When Thomas invented the sulphur-match machine he was poor and sold it for \$800. An offer of two lots on Fifth avenue was made to him, but he declined it. The lots now are worth about \$1,000,000.

Thomas made \$50,000 from the hoop skirt idea but his work on the sewing machine did not bring him very much, as he was employed for that purpose, at a weekly salary, by a machine company.

Leopold Thomas, a brother, who died several years ago, perfected a contrivance for making railroad spikes and a cold steel shafting apparatus. His experiments were made in Andrew Carnegie's shop in Pittsburgh.

PERSONAL

Mr. C. W. Bell, a well known St. John horseman, is in the city for the races.

Carleton Sentinel: Mrs. Alex. Vanwart and Miss Ethel Vanwart are spending a few weeks in Fredericton visiting friends and relatives in that city.

FIELDING DISCOURSES

(Continued from page one)

In response, Mr. Fielding in a fluent and vigorous speech, referred to the growing importance of the annual gathering, and proceeded to emphasize the fact that Canada's two needs were capital and population. Canadians rejoiced to see the tide of British investment in the Dominion greater than ever. It would bring satisfactory returns. As regards population, the finance minister entered a strong defence of the purpose of the immigration laws.

The alleged annexation interview of Sir A. Douglas was his next subject. In his reference to it Mr. Fielding emphatically controverted each of the three points alleged to have been made by Admiral Douglas' statement about annexation. He characterized it as amazing. There never was, he said, a moment in the history of Canada when there was less thought of an annexation to the United States than at present. (Cheers.)

Canada, north, south, east and west was and meant to be thoroughly British.



ADMIRAL SIR A. DOUGLAS, Who Alleged Remarks as to Annexation Mr. Fielding Criticized.

Mr. Fielding next endeavored to remove some misconception which he found existed here regarding Canada's commercial arrangements. The impression was widespread here that in making these arrangements Canada had in some way interfered with her liberty to deal with the motherland as she might desire in future. He wished to correct that view. Canada had fought for freedom in this direction and won, and she was not going to interfere in any degree with the principle she had maintained in every one of the treaties of their desire to improve Canadian trade, but in no one of them was there a single word to prevent Canada and the mother country making a preferential arrangement, if they desired.

An imperial fiscal arrangement, he declared, were domestic affairs, where with no foreign nation had the right to meddle. (Cheers.)

A loyal telegram having been sent to the king in the name of the 400 guests present, the president, at this point read a gracious message of thanks and good wishes. The president added his testimony to Hon. Mr. Fielding's respecting the absence of any desire for annexation, pointing out that the last census of American settlers qualified for naturalization, that eighty per cent had taken out their papers.

Earl Crewe in responding said that self government now also applied to international relations. He most heartily welcomed that state of things. He knew the Canadian government in framing its tariff took every care to avoid, if it could be done, inflicting even the slightest injury to British industry. Transactions of that kind were better carried out by men like Mr. Fielding than by home officials however much their good will. (Hear hear.) It has been their desire that Canada should settle her own way. To a superficial observer that might sound something like an advance towards independence, but what was aimed at was a combined and concerted action. (Cheers.)

Two excellent after-dinner speakers, Bishop Ripon and Sir G. H. Reid also responded. The toasts concluded with the "Chairman" proposed eulogistically by Hon. Mr. Paterson, which was enthusiastically honored. Subsequently, Lord and Lady Strathcona held a big reception at Queens Hall.

London, July 1—Sir Archibald Douglas in response to a question by wireless regarding an alleged interview referred to by Hon. W. S. Fielding at the Dominion Day banquet, sent this reply from the steamer McGantic: "Had no interview with any newspaper in Canada."

discovery in British Columbia. He counselled caution till more reliable information was obtained.

the Chaudiere retaining dam. The work of investigation on the St John will continue over the flood-water period of next spring as the conditions this year were abnormal on account of the absence of the usual spring floods.

WEEK END SPECIALS

LADIES' VESTS, 2 for 25c.

LADIES' HOSE, 2 for 25c.

DUTCH COLLARS 20c.

Ladies' Umbrellas \$1.00

WHITE DUCK SKIRTS, LINEN CRASH SKIRTS, WASH SUITS, ETC

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New Idea Patterns 10c each.

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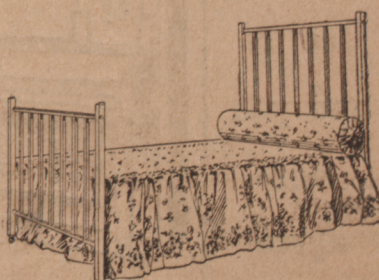
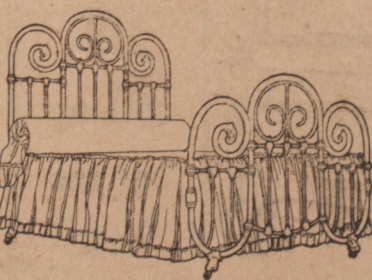
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