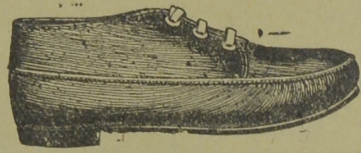


PALMER'S MOOSEHEAD BRAND



Summer Packs or Plow and Harvest Shoes

No more tired, aching or burning feet. Get a pair of these light weight easy fitting Summer Shoes, made on comfortable right and left lasts, from our **Famous Scowhegan Waterproof Leather**, with waterproofed sole leather outsoles and solid insoles, fit well, wear well, and don't get hard or crack. Though only introduced three years ago they are now in great demand from the Atlantic to the Pacific.



THE GREATEST SUMMER WORKING SHOE YET PRODUCED. Specially adapted for; Farmers, Section Men, Millmen, Laborers, Brick Yardmen, Men on the Booms, in fact all men who work, and want to work in Comfort.

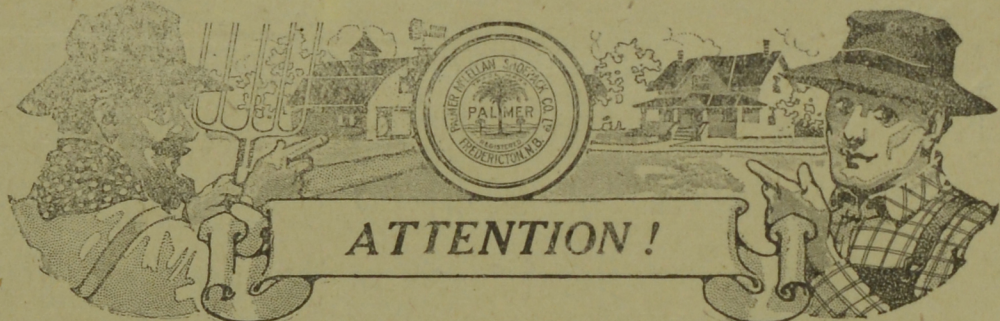
Sold by the leading dealers everywhere. If you are unable to procure them from yours, write us and we will see that they are placed within your reach. Made 4 6 and 9 inches high.

Manufactured Only By

John Palmer Company, Ltd.

FREDERICTON, N. B.

Canada's Oldest and Largest Manufacturers of Oil Tanned Footwear.



ATTENTION!

Palmer-McLellan's

SOLID
LEATHER

LIGHT
DURABLE

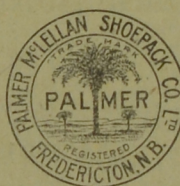
WATERPROOF
BOOTS and SHOES

Better Boots
FOR

Farmers,
Dairymen,
Working-
men

AND
BOYS

For
SPRING



SUMMER
USE

JOHN
PALMER

OUR MANAGER
Originated and
Made

SHOEPACKS
FAMOUS

SEND FOR FREE CAT-
ALOGUE

of his complete new line
of Waterproof Boots and
Shoes.

There's a copy for you.

The thousands of Workingmen, Farmers, Lumbermen, etc., who have worn our Oil Tanned Footwear, will vouch for our superiority as Shoepack Manufacturers and read with pleasure the announcement that we are now making an Oil-Tanned Waterproof Spring and Summer Work Boot.

Not until recently has our Celebrated Oil Tanned Leather been used in the construction of ordinary Boots and Shoes.

The immense success with which these new lines are meeting is assurance of their excellence.

PALMER-McLELLAN

FREDERICTON, N. B.

JOHN PALMER, Manager.

FAMOUS CUNARD COMPANY AND ITS EARLY BOATS

At the annual meeting of the Cunard Company on the 15th ult., the chairman, Mr. A. A. Booth, said that, owing to the European war, the business of the company had been conducted on an abnormal basis—the passenger business, which was their mainstay, having shrunk to small dimensions. Sixteen of the company's steamers had undertaken work for His Majesty's government or for the allied powers. There was a large demand for freight tonnage between the American continent and the United Kingdom. When the war was over it was hardly likely that the shipping business would drop back into the old groove. There would probably be contraction in one direction and expansion in another. Mr. Booth was, however, assured that the Cunard Company would be in a position to stand the strain of the reconstruction period.

The chief founder of the Cunard Company was a native of Halifax, N. S., where he was born on the 21st of November, 1787. Samuel Cunard, having become a prosperous merchant and ship-owner, had obtained control of the mail service between Halifax, Boston, Newfoundland and Bermuda. Wishing to establish a line of ocean mail steamers, he proceeded to the Old Country, where he became acquainted with Robert Napier, the ship-builder and engineer of the Clyde. Through Mr. Napier Cunard formed associations with George Burns of Glasgow, and David MacIvor of Liverpool. A partnership was formed with a subscribed capital of over a million and a quarter dollars. The new company obtained a contract with the British government to institute and maintain a steam service from Liverpool to Halifax and Boston. It was to run twice a month during eight months of the year and once a month in winter and the agreement was for seven years. The annual subsidy was to be \$300,000 but by subsequent stipulations it was increased to \$400,000. At the end of seven years the contract was renewed, the service becoming weekly in summer and twice a month in winter. In 1869 to facilitate the despatch of the mails the boats began to call at Queenstown both going out and returning. The Cunard Line began its service on the 4th day of July, 1840. The name was originally "The British and North American Royal Mail Steam Packet Company," but this cumbersome title was soon dropped in favor of the simpler style, which has become familiar—"The Cunard Steamship Company, Limited."

As first organized, the fleet consisted of four side-wheel steamers, each 207 feet long, 24½ feet beam and 22½ feet deep. The wooden hulls were constructed on the Clyde—by Acadia, by John Wood; the Britannia, by R. Duncan & Co.; the Calcutta, by Charles Wood; the Columbia, by Robert Steele. They were all supplied with engines of the side-lever type, by Robert Napier & Sons. The Britannia started on her first westward voyage on the 4th of July, 1840, and, after calling at Halifax, reached Boston on the 19th, having made the voyage in fourteen days, eight hours. This triumph of ocean navigation—as it was then justly deemed—created unbounded enthusiasm and during his twenty-four hours' stay in Boston, Mr. Cunard received 1,800 invitations to dinner. The Britannia was then commanded by Capt. Woodruff, R.N.

In 1848 four new vessels were added to the Cunard fleet, the America, Niagara, Canada and Europa—each 251 feet in length, of 1,800 tons burden and 750 horse power. Their average speed was 10½ knots an hour. The Persia, built in 1856, was the first of the iron boats; the Scotia, 1862, was the last of the paddle-wheel steamers. The China, launched in 1862, was the first Cunard single-screw steamer. She was followed in 1867 by the Russia, which was regarded as the queen of ocean steamers in her day. In 1881 the Servia, the first of the company's line to be built of steel, was launched. In 1880 a prospectus had been issued setting forth the necessity for additional steamships of the most improved type, and in 1884 the Umbria and Etruria, steel ships, which cost nearly two million dollars each, were launched and were promptly acknowledged to be in advance of any vessel then afloat. They had accommodation for 550 first-class passengers and for 800 in the steerage. The Etruria's fastest voyage was made in August, 1897, after she had been thirteen years on the ocean.

It would be idle to attempt, in a survey like this, to recall how much of strength and beauty and efficiency invention and enterprise have added to ocean liners since the Cunard Company began its career. The history

of the line, says a venerable historian is the history of steam navigation. It is nearly fifty years since the Canadian founder passed away. In 1859 he was created a baronet. Sir Samuel Cunard was succeeded on his death in 1865 by his eldest son, Sir Edward, who was succeeded in 1869 by his brother, William. The latter had married a daughter of Judge Haliburton, author of "Sam Slick." Sir George Burns, who had been created a baronet in May, 1889, having been knighted several years before, died in June, 1890, at Castle Wemyss, and was succeeded by his son, Sir John Burns.

WOULD FREE FRANK AND HELP THAW

Paterson, N. J., May 12—Leo Frank sentenced to death for the murder of Mary Phagan, would step from jail a free man, and Harry K. Thaw would "get a square deal," if "Billy" Sunday could at one and the same time be Governor of Georgia and Governor of New York. So the evangelist told some 9500 persons at his talk.

"Ma" Sunday waxed exceedingly worth at a report from Philadelphia that Col. Charles Keegan who rented his home there to Sunday and party during the Quaker City campaign claims damages for the disappearance of beer, whiskey, cordial and champagne glasses, and damage to the house and furnishings during the Sunday company.

Col. Keegan claims that furniture, walls, china and other things suffered severely. A partial list of his china is:

Missing—Two sets Haviland china, 6 oil paintings, 9 bath towels, 9 bath towels, 3 table covers, 10 napkins, 13 pillow cases, 7 sheets, 38 beer glasses, 40 engraved water glasses, 25 whiskey glasses, 10 hock glasses, 6 cream dishes, 10 champagne glasses, 9 fancy stein, 1 wicker arm chair, 5 embroidered scarfs, 3 silk curtains, 1 Turkish rug, 5 books, 1 silver plated syrup jug, 1 marble dog, 1 shade on front door.

The things said to have been taken include one jardiniere, five arm chairs, one mahogany chair, one large leather chair, one French piano stool, one marble-top table. "It's a damnable lie from beginning to end," Mrs. Sunday said. "Hang the people in Philadelphia who think we drank up a gallon a day."

Some 1000 sailors from the Atlantic fleet, now at anchor in the Hudson, plan to attend tonight's service in a body. Sunday announced that the Friday afternoon and evening meetings will be for women only, and hotly denounced a story "started by the devil" that he had made a certain remark at one of his meetings for women.

WANT SAFE PASSAGE FOR DERNBURG

Washington, D.C., May 19—The matter of the desire of Dr. Barnhard Dernburg to leave the United States has been brought informally to the attention of the British Embassy. It was reported here today, and inquiries are to be made to learn whether the British government will grant to him safe passage across the Atlantic.

Everything in this case is being done in the most informal manner. The suggestion was made that Dr. Dernburg desired to leave. Probably before that, although it cannot be confirmed, the suggestion was made that it would be a good thing for the German cause to have him leave. However, that suggestion of his desire to leave was intimated in the most casual manner to the British Embassy, which, entirely upon its own initiative and purely as an informal matter, inquired of London whether there would be objection to his being granted safe passage.

The embassy more will obtain this information so that it may be in a position to respond if any queries regarding the matter addressed to it. But informally the attitude of the British Foreign Office will be made known to the State Department and will be passed on through the German Embassy to Dr. Dernburg.

If the reply is favorable, his request will then come back formally and, everything working as smoothly as clockwork, he will be granted safe passage, will embark, and quietly will slip past the range of vision of the Goddess of Liberty.

F. P. Hunter of St. Stephen is at the Barker House. B. F. Smith M. P. P. of East Florenceville arrived in the city last night. R. D. Adams of Truro is in the city.

BOYS! GIRLS!

Occ. brings you the list of over one hundred jokes, puzzles, games, tricks, etc.; twelve comic visiting cards (assorted), bunch of side-splitting circulars and two amusing novels. Also free Mountain Pen Offer. All for 10c. STONE, Box 518 Fredericton, N.

OWES HER LIFE TO "FRUIT-A-TIVES"

Cured Both Stomach Trouble
and Headaches

PALMERSTON, ONT., JUNE 20th, 1913.

"I really believe that I owe my life to 'Fruit-a-tives'. Ever since childhood, I have been under the care of physicians and have been paying doctor's bills. I was so sick and worn out that people on the street often asked me if I thought I could get along without help. The same old Stomach Trouble and dizzying Headaches nearly drove me wild. Sometime ago I got a box of 'Fruit-a-tives' and the first box did me good. My husband was delighted and advised a continuation of their use.

Today, I am feeling fine, and a physician meeting me on the street noticed my improved appearance and asked the reason. I replied, 'I am taking Fruit-a-tives'. He said, 'Well, if Fruit-a-tives are making you look so well, go ahead and take them. They are doing more for you than I can.'

Mrs. H. S. WILLIAMS.

"Fruit-a-tives" are sold by all dealers at 5c. a box, 6 for \$2.50, and size 25c. or sent postpaid on receipt of price by Fruit-a-tives Limited, Ottawa.

CATHOLIC WHEN IT COMES TO DIVORCE LAWS

Paterson, N.J., May 18—Some eleven thousand women heard "Billy" Sunday in plain speech about matters affecting them at his afternoon and day and party during the Quaker City campaign claims damages for the disappearance of beer, whiskey, cordial and champagne glasses, and damage to the house and furnishings during the Sunday company.

Col. Keegan claims that furniture, walls, china and other things suffered severely. A partial list of his china is:

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GERMAN OUTLAWS

London ministers of all denominations denounced in the strongest terms the sinking of the Lusitania. The Bishop of London at St. Paul's Cathedral, declared it was a "colossal crime which stains forever the reputation of those who perpetrated it." Rev. R. J. Campbell, at the City Temple said: "The Germans are pleading military necessity for their career of scoundrelism and utter devilry unsurpassed in the blackest ages of human history. No words of scorn or bitterness are strong enough wherewith to characterize this damnable plea, and as sure as there is a God in heaven the perpetrators of these deeds will be brought to judgment."

Rev. F. B. Meyer at Christ Church, Westminster, said: "The Germans out-Herod Herod. The joy in Germany and in the German Embassy in Washington shows that the German people endorse the act and therefore are accessories."

AN UNROMANTIC QUEST

"Delightfully sylvan scene," gushed the artist. "And you fair nymph—is she hunting for arbutus or the anemone?"

"For potato bugs," explained the farmer briefly.

THE PAINT-UP CAMPAIGN
"Paint up! Paint up!" So runs the line
We see in many cities:
A dingy town, as all ope,
Is seven thousand pities.
So do some painting now and then
A sage who unafraid is
Says here's an instance where the
men
Might emulate the ladies.

JOB PRINTING.
Look over your stock of stationery and see if there is anything you are in need of. If so ring up Telephone 67 and a representative of The Mail Printing Co. will call on you. We have all the facilities. Give us a trial order.

DR. DeVAN'S FEMALE PILLS Reliable medicine for all Female Complaints. \$5 a box, or three for \$10, at drug stores. Mailed to any address on receipt of price. THE SCOWHEGAN DRUG CO., St. Catharines, Ontario.
PHOSPHONOL FOR MEN Restores Vm and Vitality; for Nerve and Brain; increases "grey matter"; a Tonic—will build you up. \$3 a box, or two for \$5, at drug stores, or by mail on receipt of price. THE SCOWHEGAN DRUG CO., St. Catharines, Ontario.
For Sale by A. J. RYAN, Fredericton