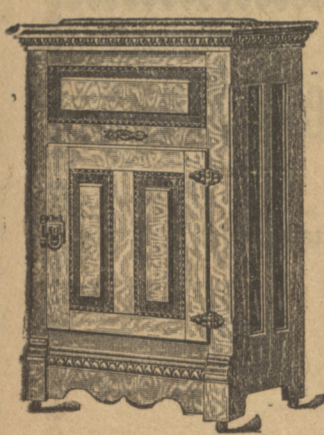




Refrigerators.

... THE ...

NORSEMAN.

Made of Hardwood, extra large, Ice and Provision Apartments, lined with galvanized iron, four sizes, single and double doors.

Screen Doors and Window Screens, Wire Cloth, all widths.
Mail Orders promptly attended to.

James S. Neill,
FREDERICTON'S BIG HARDWARE STORE.

International Exhibition,

St. John, N. B.

SEPT. 1st to SEPT. 8th, 1906

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**BARLEY, PEAS and OATS,
CORN and OATS,
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At 103½ Prince Wm. street, St. John, N. B., are the offices of

Albert J. Machum,

MANAGER of the

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Established 1848

Hard and Soft

Coal,

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Swifts Fertilizer

This Fertilizer is manufactured by Swift & Co., one of the largest packing firms in America, and is unexcelled as a general Fertilizer.

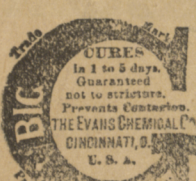
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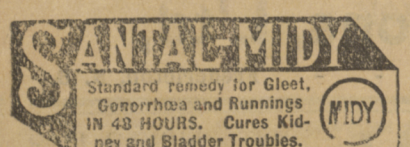
Fire, Life, Health and Accident Insurance.

Jasper A. Winslow,

Opp. Normal School,
Queen Street, - Fredericton.



MEN AND WOMEN.
Use Big 44 for men's troubles, including gonorrhea, urethritis, etc. Sold by all druggists.



Cook's Cotton Root Compound.
The only safe and effective medicine on which women can depend. Sold in two degrees of strength—No. 1 for ordinary cases, No. 2 for severe cases. Sold by all druggists. Ask for Cook's Cotton Root Compound, take as directed.

F. St. John Bliss,
Barrister, Notary, etc.
Offices—Orange Building,
Entrance Carleton street.

Wood's Phospholine.
The Great English Remedy.
A positive cure for all forms of Sexual Weakness, Mental and Nervous Debility, etc. Sold by all druggists.



Sunlight Soap

is a perfect cleaner and will not injure anything.

Best for all household purposes, Sunlight Soap's superiority is most conspicuous in the washing of clothes.

Common soaps destroy the painted or varnished surfaces of woodwork and take the color out of clothes.

Even the daintiest linen or lace, or the most delicate colors may be safely washed with Sunlight Soap (follow directions).

Your money refunded by the dealer from whom you buy Sunlight Soap if you find any cause for complaint.

5c. Buy in bulk and follow directions **5c.**
Lever Brothers Limited, Toronto.

AFTER SEVENTY DAYS.

United States Senate Passed Railway Rate Bill.

Washington, May 18.—After seventy days of almost continuous deliberation the Senate today at 4:52 p. m. passed the railroad rate bill by the practically unanimous vote of 71 to 3. The three negative votes were cast by Senators Foraker, Republican, of Ohio, and Senators Morgan and Pettus, Democrats, of Alabama. There was a somewhat larger attendance of Senators than usual, but the attendance in the galleries was by no means abnormal, and there was no manifestation of any kind when the result was announced. There was, however, an almost audible sigh of relief among the Senators.

The principal purpose of the railroad rate bill passed today is to permit the Interstate Commerce Commission to fix rates. The provision concerning this authority is found in the fourth section of the bill, which amends section 1 of the act of 1887, which gave the commission the power to fix rates. That section directs the commission to investigate complaints of unjust and unreasonable charges on the part of common carriers in the transportation of persons or property, or of regulations or practices affecting such charges. It also authorizes an inquiry as to whether the rates or practices are "unjustly discriminatory or unduly preferential or prejudicial or otherwise in violation of the act," and if conditions are found to exist the commission is empowered to determine and prescribe what will be just, reasonable and fair. Further, authority is given the commission to enforce its orders and they are to go into effect within thirty days and continue in force for two years unless suspended, modified or set aside by the commission or by a court of competent jurisdiction. Other powers conferred are the apportioning joint rates, establishing of maximum joint rates and routes, control of pipelines the right to deal with sleeping car companies as common carriers and prohibiting of rebates. Heavy penalties for non-compliance are also provided.

WOMEN WITH WEAKNESS.

From all weakness from which girls and women suffer, no surer remedy exists than Dr. Hamilton's Pills. They maintain that bracing health every woman so earnestly desires; they uproot disease, and bring strength that lasts till old age.

"No medicine could be more beneficial than Dr. Hamilton's Pills," writes Mrs. Mary E. Ayrton of Victoria. "I have been strengthened by their use, and feel considerably better since using Dr. Hamilton's Pills. Sold everywhere, 25c. per box or five boxes for one dollar."

OLD TIME CELEBRATION.

This Tells in Detail of Fredericton Firemen's Great Day in July 1888.

HINTS THAT MAY BE USEFUL FOR NEXT JULY'S EVENTS.

(From the Farmer, July 4, 1888.)

We had a grand celebration. Everything was with us, the weather, the crowds and the programme. Fredericton gave a splendid welcome to the anniversary of the advent of Canada's manhood.

People commenced to arrive on Saturday. They came by boat and train, by carriage and on foot from all directions. The evening boat from St. John alone, had 250 passengers and the trains from north and south the same evening had 300 more. Then Sunday afternoon the Weston brought up 400 more, the number including the Halifax firemen, fifteen in number with a hose cart, and the St. John firemen. The firemen were received at the wharf by a delegation from the Fredericton brigade, headed by H. C. Rutter and J. B. Hawthorn, who escorted them to the Barker House.

Sunday was cold and threatening, but towards evening the sky cleared, the sun shone out and everything promised well for the morrow. Nor were the anticipations unrealized. The early risers, and they included nearly the whole city, saw a beautifully cloudless sky, a warm day, with the heat tempered by a cooling breeze.

The arrival of the excursion trains swelled the number of visitors to immense proportions, and when the trains had all arrived and the surrounding country had poured in its hundreds, there could not have been less than

FOUR THOUSAND STRANGERS in the city. The Northern & Western brought at least 400 people, the same number came from Houlton and Woodstock, and this train also brought the Houlton and Woodstock firemen and the Houlton Band. There was a special from St. John at 8:30 a. m., and both this and the regular train at 10 a. m. were packed with passengers.

The first feature of the day celebration was

THE POLYMORPHIC PROCESSION.

which formed up at the old Driving Park at 7 o'clock with the Wilsons, M. P. P. Marshall, and F. B. Edgecombe and Ald. Macnutt as aides. The turnout was not as large as expected, but there were some excellent features. The route of procession was out Westmorland to Brunswick, out Brunswick to Northumberland, out Northumberland to Kingsdown, out Kingsdown to George, down George to Regent, out Regent to King, down King to St. John, in St. John to George, down George to Church, out Church to Queen, up Queen to Smythe, out Smythe to Charlotte, down Charlotte to Sunbury, out Sunbury to George, up George to Smythe, out Smythe to King, down King to Church, out Church to Queen, up Queen to Phoenix Square. During its progress the streets were thronged with enthusiastic people.

The procession was a very pretty one and made the line of march as follows: Up Queen to Smythe, in Smythe to Brunswick, down Brunswick to St. John, in St. John to Charlotte, down Charlotte to Sunbury, out Sunbury to George, up George to Smythe, out Smythe to King, down King to Church, out Church to Queen, up Queen to Phoenix Square. During its progress the streets were thronged with enthusiastic people.

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The procession was formed in the following order:

Marshall Harry Beckwith, Barouche containing Sir Leonard Tilley and A. F. Street, A. D. C. Barouche with Mayor Hazen, of Fredericton, Mayor Thorne, of St. John, Mayor Chesley, of Portland, and Mayor Jones of Woodstock.

Barouche with City Clerk Beckwith, City Auditor McMurray, Barouche with Alds. Richey, Hilyard and Macnutt.

Barouche with Alds. Macpherson, McKay, Ester, and Limerick, Barouche with Alds. Tabor and Parker.

District Engineer Blake and Foreman Blackadar of St. John in carriage.

Nine St. John firemen in carriages, Houlton fire brigade 25 strong, Samuel Webber foreman and a prettily decorated hose cart.

Halifax Firemen 15 strong led by Foreman Broderick and drawing hose reel Alert nicely decorated.

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THE FIREMEN'S SPORTS.

The firemen's sports were called at 2 p. m., H. C. Rutter acting as general superintendent, with Chief Engineer Lipsett as starter, Hon. F. P. Thompson, J. D. Fowler and W. P. Flewelling as timers, and Lieut. Broderick, George Blake, of St. John, A. F. Street and E. H. Allen of Fredericton as judges.

The contests were run on Queen street from Carleton down to Regent and out Carleton to Brunswick.

The first event was the hose race, and there were but two entries, Houlton and Fredericton. The Yankee team ran the quarter mile and made the coupling in one minute and 21 seconds. Fredericton was ten seconds longer, giving the first prize of \$100 to Houlton. There was considerable excitement during the race and much difficulty was experienced in keeping the course clear of people who crowded every possible avenue where a sight might be obtained. Patrick Hurley was knocked down by a passing carriage but not seriously injured.

There were five starters in the 100 yards race: Fred Scott of St. John; Charles Cliff of Centerville, Carleton County; Sacobi Francis, Indian, Cliff had a big lead at the start, and the race was between him and Scott. The latter was unable to close the gap and Cliff won easily. Francis was third and Gosman fourth. The prize was \$10. Time 11 seconds.

The amateur half-mile race had as starters Charles O'Reilly and H. H. Ring, of St. John and Alonzo Crowley of Fredericton. The latter was out of the contest at the end of a quarter, and O'Reilly won in 2:29, carrying off the handsome silver ice pitcher presented by J. D. Fowler.

In the ladder race the contestants were Houlton and Fredericton with teams of six men each, the home team being composed of George Jewett, Alex. Fleming, John Edney, Wilbert Mowatt, D. Shea, and John Donohoe. The run was 200 yards from Brunswick street up Carleton to the Farmer Office building, raise a ladder to the roof and one man ascend to the top. The Fredericton team ran first, making excellent time but on running up the ladder Sandy Fleming missed his footing three times and reduced the team's record. Their time was 3:43 seconds. The Houlton men ran well and were quick in making the ladder ascent the time being 3:34 seconds, giving them first place and the prize of \$50. Fredericton 2nd, \$25.

Weldon Burden, Archie Burden and three Indians were in the one mile race, free to all. The red skins soon dropped to the rear and Weldon Burden took first place and prize \$10 with his brother 2nd, \$5. The time was not given.

The tug of war for \$30 prize was between Fredericton and Houlton and resulted in a victory for Houlton after an exciting match. The prize was \$30.

Buzzell of Houlton, R. Cropley of Fredericton and Edward Condon of Fredericton were the contestants in the firemen's race of 220 yards. Buzzell won the prize being the gold watch presented by Shute & Co., with Condon 2nd.

The two yards race for firemen was also won by Buzzell, with John Edney of Fredericton 2nd and Condon of Halifax 3rd. The first prize was a silver ice pitcher presented by Mrs. J. L. Inches, and the 2nd the meerschaum and briar pipes presented by George Y. Bibble representing Rat-tray & Co., of Montreal.

The bicycle and mile race for amateurs did not fill and the programme closed shortly after six o'clock.

THE WATER SPORTS.

including swimming, canoe and tub races and sailing, the greatest polo took place at the bridge at 7 o'clock and attracted a big crowd of people.

THE TORCHLIGHT PROCESSION.

was formed at the Central Station at 8 o'clock and was composed of the Halifax, St. Mary's and city firemen, headed by the Fredericton Brass Band. They marched down King St. to St. John, out St. John to Brunswick, out Brunswick to Westmorland, in Westmorland to Queen, down Queen to Parliament Square, where the fireworks were set off under the direction of F. B. Edgecombe and Henry Chestnut, the display being an exceptionally fine one. There were at least 2,000 people on Parliament Square and its surroundings during the display, which was over at 10 p. m., and the grand celebration was brought to an end.

COLD SETTLES IN THE BACK.

It hits people in a tender spot and makes it mighty hard to brace up. Nervine takes that kink out of your spinal column in short order. It soothes, that's why relief comes so soon. Nervine penetrates that's why it cures. Five times stronger than ordinary remedies, Nervine can't fail to cure lame back, lumbago, sciatica and neuralgia. Nervine is instant death to all muscular pain. For nearly fifty years it has been the largest selling liniment in Canada. Better try it.

SOME THORNS ON THE ROSE.

Regulations Regarding Drawing of Sessional Allowance.

Ottawa, May 21.—The party Whips says that the regulations attending the payment of the increased sessional allowance are having a good effect in causing members to attend more regularly and to apply themselves more assiduously to business. Under the amendments of last session a member is allowed fifteen days during a session for absences, but for non-attendance over that time a deduction at the rate of \$15 a day is made. Moreover, a member cannot draw any allowance until the end of each month, and then he has to make a sworn statement of the number of days he has been present. The payment is made to him at the rate of \$10 a day, and when the session is over a final settlement takes place, when the member has to forego his daily allowance for such days, in excess of fifteen, when he was not present. The new system is greatly in the interest of the public, and acts as a check upon improper payments. Under the method in vogue prior to last session a member might only attend for a few days, and yet could march off with his whole sessional allowance. Several cases in which this actually occurred could be cited. Such a thing as that is now impossible.

Another great improvement is the abolition of the mileage payment of ten cents a mile, which varied, according to distance, from fifty to five hundred miles, and even more—that is to say, a member of parliament rode free of charge on the railways by virtue of passes from the companies, and at the same time the country was making him a liberal allowance as though he were actually paying money out of his own pocket for transportation. Such an arrangement always seemed a farcical one. In place of mileage the member now receives only actual moving or transportation expenses. This has been construed to mean simply Pullmans and cab fare, so that the parliamentarian is not reimbursed for meals going to and from Ottawa. The amount of mileage paid by the country was in 1903-04 \$30,125, and in 1902-03 \$32,931.

THE SULTAN'S ARMY.

Something of the Organization in Asiatic Territory.

Jerusalem is Turkey's principal garrison town in Palestine. But here there are only, in normal times, 1,500 men. There are also important garrisons at both Damascus and Beirut, and minor ones at Gaza, Beer-sheba, Jaffa, Hebron, Haifa, Tiberias, Tyre, Sidon, Hasbeye, in the Lebanon, and Baalbek. The Turkish officers stationed at Jerusalem are said to be capital. They are also kind, and courteous to all foreigners and visitors, although it has not seldom been repaid by abuse, are invariably. To keep things as lively as possible in the otherwise somewhat dismal city, they have a hand playing every afternoon in the square before the Tower of David and twice a week in the public gardens outside the city walls. The Turkish officer always looks smart and neat, but the private neither cares nor is obliged to take the smallest interest in his appearance. He may be seen wearing odd shoes or none, in a dusty uniform, ragged and buttonless. His uniforms, which are made in Constantinople and Damascus, are evidently all of one size, to which he has to accommodate himself as best he can. The soldier is well fed, receiving two rations a day—two pounds six ounces of bread and rice soup in the morning, and at night meat, rice, and vegetables; twice a week, also, he gets a pudding made of "smeed" (fine flour) cooked with sugar and butter. The process of cooking is peculiar. The food for the day is all purchased by the orderly officer, who proceeds to market, accompanied by the doctor to examine the meat and soldiers to carry the purchases back to barracks. He also superintends the cooking of dinner. Each soldier is entitled to one pound seven ounces of good mutton daily, and before the food is portioned out the Commandant has to inspect and taste it.

The officers drill their men daily until noon, and once a week march them out into the open country. They have occasional rifle practice on the Plain of Raphaim, between Jerusalem and Bethlehem, and there are spring and autumn manoeuvres. But the Turkish soldier is taken for so many other duties, that he has no time to collect, policeman, domestic, maid-of-all-work—that it is hardly surprising if he knows little of his own.

The private soldier's pay is one milledah (87 cents) a month. Payment is irregular, and although on great feasts he is supposed to be paid off to the last para, it is too often deferred or lapses altogether. Good service, whether by officer or private is rewarded by promotion, and all ranks enjoy the privilege of travelling at half rates by land or sea. Officers by privates are punished by confinement in barracks or by bastinado. Officers are tried by court-martial, ed by the cutting off of the tassel of the fez and dismissal from the service; for a smaller offence an officer is deprived of his sword and decorations, confined to barracks, and not saluted. However he is never imprisoned or degraded.

"I'd like that tooth, please," said the small boy, after the dentist had extracted the small torment.
"Certainly, my little man. But why do you want it?" asked the dentist.
"Well, sir," responded the gratified boy, "I'm going to take it home, and I'm going to stuff it full of sugar. Then I'm going to put it on a plate, and"—with a triumphant grin—"watch it ache."—New Orleans Item.