

TWELVE AND SIX ARE EIGHTEEN.

Eighteen lots of seasonable goods will be offered to the first comers to-morrow, SATURDAY, under regular prices. 6 lots have appeared on Monday evening's papers. 6 more were made known in the Gleaner Wednesday, July 23, and the last 6 lots are here. Read carefully and be in time to get your share. Every item advertised will be given cheerfully by asking. These items will not appear again next week at the low prices now offered.

Lot 13. Men's Summer Suits.

Only 14 Blue Flannel Suits left, light grey stripe, well made to clear at \$3.75. full suit. Our \$10.00 light Worsted Suits in a variety of designs on sale to-morrow at \$7.00 complete suit.

Lot 14. Men's Odd Trousers.

To-morrow we offer 50 pairs fine Worsted Trousers, new designs, well made \$3.00 quality at \$2.25 pair, all sizes. 100 pairs Men's Tweed Trousers, well made, suitable for every day wear, regular \$1.50 quality, Saturday at \$1.00 pair. A lot of Oversize Trousers 36 to 48 waist measure, \$3.00 and \$3.75 pants to clear at \$2.00 pair.

Lot 15. Men's and Boys' Shirts.

A big collection of Men's and Boys' Colored Shirts, all styles and colors, soft and stiff bosoms, 75c. quality, Saturday 54c. only. Boys' Colored Shirts

40c. and 54c. 25 doz. Men's Black Lisle Hose on sale at 2 pairs and 3 pairs for 25c.

Lot 16. Ladies' P. K. Skirts.

3 dozen Ladies' P. K. Skirts with insertion, latest style \$2.25 quality, Saturday \$1.45, all sizes. Ladies' Crash Skirts 48c. 85c. and \$1.25

Lot 17. The 85c. and \$1.00 Blouses at 65c.

Lot 18. Big values in Shoe Department.

4 tables of bargains. Come and see the display. It will be a busy day. Extra salespeople to wait on all comers.

And Many other seasonable offerings at

M FICKLER & CO., THE BIG DEALERS
DOWN TOWN, F'TON.
JULY CLEARANCE SALE.

Century of British Steamships.

Few centenaries are better deserving of commemoration within the United Kingdom than the centenary of steam navigation. And it was just in the close of March, 1802, that the Charlotte Dundas, the first steamer ever employed for practical purposes, began to tow barges on the Forth, and Clyde Canal. Steam vessels had been tried on Dalswinton Loch with success as early as 1878, but they were not intended for use, only for experiment. There were only one or two dreamers, like William Symington, the engineer of the Charlotte Dundas, and Henry Bell, who built the Comet in 1812, who had any idea that steam navigation could ever be turned into practical use.

The owners of the Clyde and Forth Canal promptly took steps to stop the running of the Charlotte Dundas lest her wash should injure the banks of the canal, and it is even on record that James Watt, the true inventor of the steam engine, threatened William Symington with legal penalties if his engine should prove a success. So the first application of steam to the conveyance of cargo by water ended in financial ruin to the man who had invested his all in it.

The first passenger steamer was not much more successful from a financial point of view than the first steam tug. Henry Bell applied for aid to the Government of the day in order that his idea that "warships could be driven by steam might be practically tested. It was in 1800 when a steam battleship in the hands of Nelson might have done much. But no help came from the Government. Nor did private capitalists think that there was anything to be made by applying steam to the transport of passenger vessels. So Henry Bell struggled on as best he could and in 1812 the first passenger steamer appeared on the Clyde. She took her name, the Comet, from the great comet of 1811. She proved that steam navigation was possible for passenger boats, but she ruined her owner, who died impoverished at Helensburgh, on the Clyde, in 1830.—London Daily Graphic.

Never Heard of Brock.

The press of the United Kingdom has made many curious errors and amusing blunders in their reference to Canada, and it is of interest to note that the education of some of the British writers is to-day no better in this respect than their predecessors. Says Events, Ottawa. The

correspondent of one of the great London dailies who accompanied the royal party through Canada alluded to the monument of Sir Isaac Brock at Queenston Heights as erected to a leader who fell in "the Fenian raid." This was more serious than the correspondent, also with the Duke of York, who told the English people that the timber berth which ran the slides at Ottawa "emerged on the broad bosom of the St. Lawrence." The Brock incident recalled to a prominent public man in Ontario, who was in Ottawa recently, a complaint he received from a Canadian last year who was in London endeavoring to secure material for a history of Brock, and who was unable to get any assistance from the records of the War Office. He inquired the public man from Ontario to go with him and see if he could not move the indifferent officials. He did so, and was called aside by the official at the War Office, who said: "We are very willing to accommodate this gentleman in any possible way, but we do not know what he is talking about. He wants information about a General Brock, but we never heard of such a person." This incident is vouched for by unimpeachable authority, namely, the public man to whom the War Office official confided his ignorance. Canada badly needs a little more knowledge of her history and geography in the Mother Country, not only among officials, but journalists on the staffs of the big daily papers.

Irish Lace.

In Ireland orders for lace are being received to an unprecedented extent. Over a thousand pounds' worth of orders were given from England or Honiton lace soon after the Queen wore her veil of this fabric at the opening of Parliament.

Setting the Judge Right.

A middle-aged darkey was in the police court at Harrisburg recently on a charge of larceny, chickens being the articles of value he was accused of purloining. When placed on the stand the judge said: "You are the defendant, are you not?" "No, sah," replied Sam. "Not the defendant?" exclaimed his Honor. "Then, who is the defendant, and who are you?" "Dat's de defendant," said Sam, pointing to his attorney. I see de gentleman dat stole de chickens."—Canadian Law Review.

Intercolonial Railway.

Tender for Branch Line of Railway.

Sealed Tenders addressed to the under signed, and marked on the outside "Tender for Riviere Quelle Branch," will be received until TUESDAY, the 12th day of August, 1902 for the Grading and Track Laying of a Branch Line of Railway from Riviere Quelle Station, Kamouraska County, to St. Denis Wharf, on the St. Lawrence River, a distance of about six and a quarter miles.

Plans and Specifications may be seen on and after the 25th July at the Chief Engineer's Office at Moncton, N. B., and at the Station Master's Office at Riviere Quelle, where forms of tender may be obtained.

All the conditions of the Specifications must be complied with.

D. POTTINGER, General Manager.

Railway Office, Moncton, N. B., 22nd July, 1902.

July 24—d141

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The one and a half story dwelling house on Aberdeen street extension, opposite College Athletic Field. Repairs to be made at once and possession given on May 1st. Good barn on premises. Terms moderate. Apply to

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April 15—d11

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