

SEPTEMBER to be busy as DECEMBER.

Not very many merchants can say this, because the credit customer may get onto the cut prices and otherwise that the reader will get onto the management of our firm. Fear nothing of the kind because we don't charge the cash buyers for the slow and doubtful accounts because we buy our goods cheaper than any other firm because our buyer goes right to the markets 4 to 6 times every year. Because we sell for cash only, that is why we can turn in the month of September to be as busy as that of December. Of course the profits are left out. Still we rather do this than wait until the rush overcomes us. All this month we contemplate to supply all our patrons with whatever they need, for the future or the present at cost price.

Unseasonable goods are selling away under cost. Yet we are glad to do so, for we don't belong to the kind of dealers who carry over stocks from year to year order to derive a higher price. Just now we have inaugurated

A Mohawk Valley 25c. Sale.

Yesterday was the first day and our cash receipts were 3 times as great as that of any previous date since 5 years. All the 35c., 50c. to \$1.00 articles are all selling at 25c. Of course do not expect winter \$1.00 articles for 25c., but you will get a good share of the summer \$1.00 things for 25c. Those who come first get them all and those who lay off, or are in doubt if Fickler means it, that class of customers always get left. However we have about \$5,000 worth of useful goods that were selling 35c. to \$1.00 and while they last the price is but 25c. Consult our 4 page

circular for good sound facts. We will do what we say in it. To be convinced, bring it with you and do your shopping at the prices there mentioned. New articles are going in every day this 25c. sale. If you were here yesterday and come again to-day, you will find that everything is turned about. When, and who done it, will be a mystery to you. We do these things from our teaching how to keep shop in a large city. Just drop in and see M. FICKLER & CO.'S 25c. sale now in full progress.

Warning to one and all.

We hereby give due notice to men and women not to be in a rush in overstocking themselves with all the Winter Goods just now, for you will pay too big a profit to the dealer. Wait, don't be in a hurry. We will be here too this winter. Thousands of dollars worth of winter goods from all over the globe pouring in. We will tell you all about it pretty soon. If you have any mercy upon your earnings, wait until the time comes when Fickler & Co. will show just as nice and stylish goods as all others but 20 to 40 per cent. cheaper for cash. Don't forget to do your Saturday's shopping at

M. FICKLER & CO.'S big stores

GULF STREAM MARKS.

The Course of the Flow Through the Ocean Plainly Indicated.

The color of the stream is perceptibly deeper blue than that of the neighboring sea, this blueness forming one of the standard references of the nautical novelists. The depth of color is due to the high percentage of salt contained as compared with the cold green water of higher latitudes, observation having shown that the more salt held in solution by sea water the more intensely blue is its color. Thus even in extratropical latitudes we sometimes observe water of a beautiful blue color, as for instance, in the Mediterranean and in other nearly landlocked basins, where the influx of fresher water, being more or less impeded, the percentage of salt contained is raised by evaporation above the average, says the National Geographic Magazine.

Another important fact in connection with the stream is its almost tropical temperature, due to the fact that its high velocity enables it to reach the middle latitudes with very little loss of heat. Upon entering its limits the temperature of the sea water frequently shows a rise of ten degrees and even fifteen degrees. It was this fact that gave to the stream in the later years of the eighteenth century and the earlier years of the nineteenth an importance in the minds of navigators that it no longer possesses. In those days the chronometer, invented by Harrison in 1765, was still an experiment. Instruments were crude and nautical tables often at fault.

The result was that the determination of the longitude was largely a matter of guesswork, a vessel after a voyage from the channel to America often being out of her reckoning by degrees instead of by minutes. The idea, first suggested by Benjamin Franklin, that the master of a vessel, by observing the temperature of the surface water, could tell the moment of his entry into the gulf stream and could hence fix his position to within a few miles was hailed with delight.

The method was published in 1790 by Jonathan Williams in a work lengthily entitled "Thermometrical Navigation: Being a series of experiments and observations tending to prove that by ascertaining the relative heat of the sea water from time to time the passage of a ship through the gulf stream and from deep water into

soundings may be discovered in time to avoid danger." In this work he makes a patriotic comparison of the gulf stream to a streak of red, white and blue, painted upon the surface of the sea for the guidance of American navigators.

Black and White.

Every crow is said to think its own nestling the whitest, but a white cat that had four kittens, of which three were white and the fourth was black, gave the first place in her affections to Sooty. Once they were all brought into the drawing room to be "shown off." Besides the humans the room contained a great Newfoundland dog. Hitherto cat and dog had been on friendly terms, but now pussy showed much anxiety lest the dog might harm her black pet especially. At last she seized it by the neck and bore it beneath the lowest piece of furniture, where the dog could not possibly crawl, but she merely mewed to the others to follow her as best they could. The black kitten owed all this care to its color, more happy in this respect than the black sheep which is said to be in every flock.

Holland.

Holland, known as North and South Holland, forms part of the northern part of the Netherlands. These provinces are composed of land rescued from the sea and defended by immense dikes. Holland was inhabited by the Batvi in the time of Caesar, who made a league with them. It became part of Gallia Belgica and afterward of the kingdom of Austria. From the tenth to the fifteenth century it was governed by counts under the German emperors. Holland was at one time a Dutch republic. It was created a kingdom in 1806, and Louis Bonaparte, father of Napoleon III., was declared king.

Familiarity.

"It isn't true in all cases," said Uncle Allen Sparks, "that familiarity breeds contempt. The more you know about the hind feet of a mule the more respect you have for them."

"Centisive."

"An Albany man has sent a cent to the treasury conscience fund."
"Must have a centisive conscience."
"Or a pennyurious one."—Cleveland Plain Dealer.



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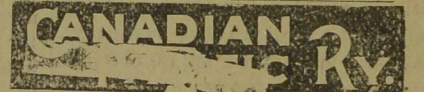
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ARRANGEMENT OF TRAINS

In Effect June 15th, 1901.

ATLANTIC STANDARD TIME

LEAVE FREDERICTON

6.25 a. m.—Express for St. John, St. Stephen, St. Andrews, Houlton, Woodstock, and points north; Bangor, Portland and Boston. Parlor car Fredericton Junction to Boston.

7.40 a. m.—Mixed for Woodstock, Presque Isle, Edmundston and points north via Gibson Branch. Leaves St. Marys 8.35 a. m.

9.35 a. m.—Accommodation for Fredericton Junction, connecting with Express for St. John and points east. Palace sleeper Fredericton Junction to Halifax, N. S.

6.10 p. m.—Accommodation for Fredericton Junction, connecting with Short Line Express for Montreal, Ottawa, Toronto, and with the Pacific Express from Montreal for the west, Northwest and Pacific Coast, also connects for Bangor, Portland, Boston, etc., St. Stephen, Houlton and Woodstock, (St. Andrews on Monday, Wednesday and Friday) till July 1st, daily thereafter. Pullman sleeper Fredericton from Junction to Boston.

9.00 p. m.—Express for St. John and points east.

ARRIVE AT FREDERICTON

9.15 a. m.—From St. John
11.25 a. m.—From Boston, Montreal, St. Stephen, St. Andrews, Woodstock and Houlton, etc.

8.10—From St. John and east
8.50 p. m.—Mixed from Woodstock and points north via Gibson Branch. Arrives at St. Marys 8.29 p. m.

9.45 p. m.—From Boston, Portland, Bangor, St. Stephen, St. Andrews, (St. Andrews on Monday, Wednesday and Friday 1st daily thereafter) Woodstock, Houlton, St. John

All above trains run week days only.
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