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G. W. VANWART,
KING STREET.

Mr. Blair's Great Speech.

(Continued from third page.)
generation are living, if we are ever to get the road properly equipped. (Cheers.) I do not think there was any year in which my honorable friend put down as much as 5000 tons of rails. In some years he put 1800 and in some 3000 and in some 3500 and there is no sense in making a comparison between an expenditure involving the laying down of 3000 or 5000 tons per year out of earnings and that involving the laying down of 25,000 to 30,000 tons per year.

Are the conditions alike? Can you put the one expenditure beside the other and draw any just or fair comparison as between the two in favor of my honorable friend's proposition. I do not think you can. (Hear, hear.)

But steel rails are not the only items. Take all the items right through. Take new locomotives. We had to bestir ourselves to be alive and try to accomplish something in our day. We have had to buy 25 to 30 locomotives a year. We have not got them all yet, but are hoping to get them so that we shall have them available for service during the year to come.

Mr. Monk—By tender
Mr. Blair—Yes, by tender, I am just going to break a way for a moment to make an observation for the benefit of my honorable friend.

Sir Wilfrid Laurier—It will be lost on him.

Mr. Blair—I hope not. I know how deeply he felt, how full of regret he was, when he came to be informed that this government had three or four years ago gone over to the United States and got a locomotive built there for the purposes of the I. C. R. The picture which he presented when the enormity of such conduct came to his mind was one which elicited from me a feeling of profound sympathy. I do not think that if he were the bitterest opponent of mine I could wish to have him suffer the grief which then appeared to weigh him down, but it did strike me with some surprise that he should have been so grief-stricken for the first time. It did appear rather singular that he

had not seen some evidence of his extreme regret that such a policy should have been tolerated by the country when the government which he himself supported did exactly the same thing, and did it under conditions which did not make it necessary, as they did in our case, for his friends to take that course. We have a report from the committee upon railway matters to which I can refer. He himself did not favor the committee with his presence so far as I am aware and how he came to be so impressed with the impropriety of the conduct of the majority of that committee I do not know. He is very much concerned about all these matters, he is very anxious that information should be secured yet my honorable friend was never present at any meetings of that committee which I had attended and I have been present at all its meetings.

Mr. Monk—You will not let us find out anything there.

Mr. Blair—My honorable friend was not there to try to find out anything. But he fired off his shot long range.

I want to tell my honorable friend what took place in that railway committee, and if he had been present, I have no doubt that he would have been carried out on a stretcher. It appears that there was a circular issued by one of the officials of the I. C. R. stating that the mechanical superintendent of the road had condemned the locomotives which were in use upon the government railways. My honorable friend who was conducting the examination (Haggart) called a witness all the way from Moncton for the purpose of giving an account of himself and verifying the reports in that circular. Of course the inference was that in condemning the locomotives the mechanical superintendent had condemned those which had been recently purchased by my department in the United States.

And what facts did he elicit? He elicited the facts that this circular was erroneous in that it quoted him as making a statement that he had not made, that he had never condemned the locomotives, but had said that they required to be adjusted in some minor particulars in order that they might steam to the best advantage, and he attributed the delay in trains to the fact that they had not been sent to the shops. He was asked by my honorable friend what locomotives he referred to and gave the numbers. I think they were 24, 28, 66 and 68. My honorable friend asked where did 24 and 28 come from and the answer was that they came from the Kingston works, so you see so far as two of these locomotives were concerned the honorable gentlemen were not able to show what they had expected. Where did the others come from? They came from the Cooke Locomotive Works in the United States and when were they got. They were got in 1893.

As ex-minister of railways, I suppose the honorable gentleman (Haggart) hopes that when a change of government may come, if it ever does come during his life time that he may be my successor so I suppose he is foreshadowing his future action when he says that there is justification for a minister to get locomotives in another country if he cannot buy them in his own.

Mr. Haggart—Hear, hear.

Mr. Blair—Then I stand on that. But what became of the statement of the honorable gentleman alongside of him? Of what value are his strictures, what justification for the contemptuous reference he made to my administration. Within a recent period when the honorable gentleman (Haggart) was informed that two years before he went out of office he went to the United States and bought locomotives outside by this government? And has there not been abundant evidence of that. They left those orders unexecuted with the works closed and we were obliged to go to the United States or suspend altogether the increase of the equipment of the road, so I have brought myself within the exception announced by my predecessor in his place in this house. That being the case, let us ask these honorable gentlemen for ever after this to hold their peace.

Mr. Ingram—Does the honorable minister approve of that circular stating that the Kingston engines were not good engines—that they were faulty and that their construction was wrong?

Mr. Blair—Does my honorable friend want to know my private opinion as to a subject that is not at all material to this discussion. How

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Saturate some batting with Polson's Nerviline and place in the cavity of the tooth. Rub the painful part of the face with Nerviline, bind in a hot flannel, and the toothache will disappear immediately. Nerviline is a splendid household remedy for Cramps, Indigestion, Summer Complaint, Rheumatism, Neuralgia and Toothache. Powerful, penetrating, safe and pleasant for internal and external use. Price 25c. Try Nerviline. Sold by Garden Bros.
USE DR. HAMILTON'S PILLS FOR BILIOUSNESS.

can that possibly affect the question whether the locomotives were properly bought in the United States or not.

Mr. Ingram—I want to point out that Mr. Russell whom he imported from the United States did not know what he was writing about and I can prove it, too.

Mr. Blair—When the honorable gentleman asserts that I imported Mr. Russell from the United States he asserts that for which he has no warrant. Mr. Russell is a Canadian, born down in the county of Charlotte in the province of New Brunswick, and has many relatives and friends there. Mr. Russell commenced to learn railroading on the I. C. R. and remained in the service until he was grown up, went off to the United States and rose degree by degree until he got into a high position on railroads in that country. We were only too glad and from all the representations that were made to us with regard to him, from the statements that we read from the men in whose employ he had been, to ask him to return to his own country and give us the benefit of the experience and ability he had acquired. Why does my honorable friend interpolate the remark about importing him from the United States?

Mr. Ingram—Because he did not know the difference between construction and adjustment.

Mr. Blair—Is it necessary for the honorable gentleman when asking a question to put a sting into it as he did when he referred to Mr. Russell as an importation from the United States.

Mr. Ingram—I am a Canadian in the first place, and when any man imported into this country runs down the manufacturers of Canada, I am opposed to him.

Mr. Blair—If the honorable gentleman wants to be set right I can tell him that there was nothing in the statement he made which could be construed as running down the products of Canada as such. "After all there are three different heads, ways and works which include all that is laid upon the track, all that is laid out for improvements upon the stations and all that is laid out for sidings, repairs to cars and renewals of cars. These are the three heads under which the various amounts are found which have been laid out upon the road and the fair comparison can be made from them. We can take these three items. The gross expenditure by this department on the I. C. R. in 1900 for these three purposes was \$1,752,000 or \$264,000 more when you add the additional mileage and percentage than was expended by the late government in their last year.

"Now that \$264,000 more was paid for keeping up, repairing and improving of the road in its various departments out of the earnings in 1900 and in the name of common sense it is possible for any honorable gentleman to construct the argument or to support it that we have taken money out of capital to do what they did in order to make a comparison with them.

"I will give for the benefit of my honorable friend the result of the operation of the road in 1901 in which year we had a deficit of \$488,000, and I will show what was spent for maintenance—ways and works, repairs to locomotives, renewals of locomotives, repairs to cars and renewals of cars. The late government spent in 1896 for these purposes \$1,488,500, while we expended in 1901 under the same heads \$2,051,182 or \$562,682 more. More than a half a million of money was laid out on that road in these various departments, under these different heads for the purposes which I have named, that is to say for betterment and improvement out of earnings. If we had not spent any more on the I. C. R. for maintenance out of earnings than these honorable gentlemen did, making allowance for the additional mileage we would have had a surplus of \$80,000 instead of a deficit of \$488,000.

Mr. Blair showed that in the estimates which Haggart had prepared in 1896 there was \$15,000 for rolling stock charged to capital account, yet he (Haggart) said that such sums should be charged to earnings. It could not be got out of earnings, besides there were \$105,000 accommodation at Halifax and expenditure at other points.

I am now going, said Mr. Blair, to pass on to a brief reference to the condition of things during the year for which the accounts are before us. The gross earnings were \$4,972,235, as compared with our gross earnings in 1896 of \$2,957,000. There was, therefore an increase of 66 per cent in the gross earnings as compared with 1896. Our working expense last year was \$5,320,000, showing a net loss of \$348,000, to which we must add the rental upon the portion of the G. T. R. line that we use of \$140,000, which makes a total of \$488,000.

Our gross earnings have been increasing since the end of last year at the rate of about \$400,000 per annum. It is fair that I should give the committee an explanation of why

Uncommon Colds.

"It is just a common cold," people say, "there's no danger in that." Admitting their statement, then there are uncommon colds, colds which are dangerous; for many a fatal sickness begins with a cold. If we could tell the common cold from the uncommon we could feel quite safe. But we can't. The uncommon variety is rarely recognized until it has fastened its hold on the lungs, and there are symptoms of consumption.

Dr. Pierce's Golden Medical Discovery cures coughs, bronchitis, "weak" lungs and other diseases of the organs of respiration. It increases the supply of pure, rich blood and builds up the emaciated body.

"I took a severe cold which settled in the bronchial tubes," writes Rev. Frank Hay of Norcross, Jefferson Co., Kansas. "After trying medicines labeled 'Sure Cure,' almost without number, I was led to try Dr. Pierce's Golden Medical Discovery. I took two bottles and was cured, and have stayed cured. When I think of the great pain I had to endure, and the terrible cough I had, it seems almost a miracle that I was so soon relieved. That God may spare you many years and abundantly bless you is the prayer of your grateful friend."

If you ask your dealer for "Golden Medical Discovery" because you have confidence in its cures, do not allow yourself to be switched off to a medicine claimed to be "just as good," but which you did not ask for and of which you know nothing.

Dr. Pierce's Pleasant Pellets cure dizziness and sick headache.

the deficit for the last year was \$488,000 when the year before we were able to show a substantial surplus of \$120,000 and in making this statement I wish to call attention to the conditions and circumstances which existed last year and which did not exist the year before or years previous. In the first place, let me point out that, as compared with the year before when we have had a surplus of \$120,000, we spent \$300,000 more for making maintenance of way and works. We spent \$300,000 more under that head therefore if we had expended in 1901 only the same amount which we did in 1900, when the mileage was exactly the same if we had kept the road up to only the same standard—instead of \$488,000, our deficit would have been only \$188,000. There was \$280,000 more paid for coal than in the year previous besides increased wages to all our employees which had the effect of increasing our expenditure. Whether the opposition were satisfied or not, the government would take the responsibility of increasing the wages of the employees. (Hear, hear.)

"On the government railway, he said, we can afford to pay wages at least approximating the wages that men are getting on other railways under about the same condition and I may be asked to meet the views of the labouring men in the different departments to a greater extent than I have yet been able to yield to them, but the extent to which I have gone, moved by a sense of justice, imposed upon us last year \$120,000 expenditure in excess of the previous year—this is the increase in wages. I am not speaking of the increase of wages due to the employment of a large number of men during that period, but even with the increases that have been made, the men are not getting unreasonable wages. I do not think the government could do better than treat their employees fairly and justly both as to wages and to everything else. (Cheers.)

"While I am dealing with this matter I may mention a point which will tend to show the spirit with which we seek to meet the needs and the wishes of employees of the railway. I have already in effect, organized, as respects a large portion of the staff, a system of schedule employment

HARD RACKING COUGHS.

Barring accidents, the person who gets along with the least amount of cough will live the longest. Of course, the right time to attack a cough is at the commencement, when it is a simple thing for the right treatment to drive the cough quickly away. As a general thing, however, people spend so much time experimenting with various remedies that the cough is well underway before they know it. Then comes the long siege. You feel the hard racking all through your system, and get relief from nothing. You fill your stomach with nauseating mixtures to no purpose. Then you use compounds containing narcotics, which deceive temporarily, and leave you slightly worse. Some coughs of this kind hang on for weeks or even months, and, of course, they frequently develop into serious lung troubles. A true specific for all coughs is Adams' Botanic Cough Balsam, and it should be kept in the house against any emergency. With a cough that has become chronic the first effect of this remedy is a lessening of the dull sensation of pain which usually is felt with such a cough. Then you are conscious that the soreness is leaving you, and presently the desire to cough grows less frequent. All this process is brought about by the healing properties of the Balsam. It is a compound of barks and gums. You can test it. 25 cents at any druggist's. Get the genuine with "F. W. Kingston & Co." blown in the bottle.

under which youths come into the service and rise in grade as their merits justify and as the years go by, with each rise receiving an increase in their pay. That schedule had been thought out very carefully and I am happy to-day to say that it is giving very general satisfaction among the employees of the road to which it applies and has created very good feeling. And I think it is most desirable if it can reasonably be accomplished that the good feeling may be maintained among our employees.

"And I think I can say of the employees of the road that those who travel our trains are unanimous in their expression of satisfaction at the kindness, the attention, the courtesy which our train hands treat them. I wish to pay a tribute to our men as a body. I know of no exception, commendation reaches me on all hands from people who are accustomed to travel on our road, they say that the attention they receive and the courtesy always exhibited by our employees compare favorably with other roads in the country.

"I want the men to see that they have something to look forward into the service and that they will not have to depend upon political pull for promotion. I want that a young man should know when he enters the service that he can rise by merit.

"Then we are doing something more than that. I am planning a system by which men when they get to be advanced in years and when they become unfit for real work may retire upon a pension. I think we have practically reached an agreement by which we make a substantial contribution towards the fund and the men make a substantial contribution towards it out of their own wages. They have a right to the tenure of the positions in which they are employed by reason of their contributions to this fund and they get the full benefit from them. I believe by this means a fine spirit will be brought into existence amongst the employees when these plans are in full operation, as I hope they will be before long.

"I have been passing away from the items of increases in order to mention what has been done in this direction. You see, therefore, that when you add these items together we expended \$300,000 more during this year than we did last year upon maintenance and improvement of the road out of earnings. You see we paid \$280,000 more for our coal than we would have paid if the price had been the same as it was the year before. You see we have increased the wages of our men by \$120,000 on the same number of men. We have on the whole, therefore, to provide for \$700,000 more than we did the year before. We did that, sir, as the result of the operation and we have got a deficit of only \$488,000.

"I am not one of those who think that the I. C. R. has either reached the limit of its progress or that it has ceased to be an important factor in the business of this country. I have looked forward and still look forward to the time when there will be important extensions of the I. C. R. When we reached Montreal that was regarded by me as the first step in the onward march of progress, but I do not think it ought to be the policy of the government in the future to stop there but that when the proper time comes we should carry that road forward to another point westward and then perhaps still farther westward. I have always felt that when the time was ripe one of the best things that could be done in the interest of this country would be to extend that road from Montreal to the Georgian Bay." (Cheers.)

"I believe that the expenditure of a moderate amount of money upon the acquisition of that road and upon doubling the track, if necessary, would put the people of this country in a position in which they could control a national route, national in every sense, because every foot of it would be in Canadian territory; national because it would carry those western products in the winter season as well as summer season to ports which lie on the Atlantic seaboard.

"I believe that a line double track, if necessary, running from the ports of Halifax and St. John to Montreal and thence in the neighborhood of Ottawa, through to Georgian Bay, would be able to control a very large portion of the traffic of the western country by our own Canadian routes. Would not that be an object well worthy of the consideration of this parliament and of the country? Now, sir, I do not despair at all of the I. C. R. I denounce this attempt of some to belittle it. I think it is unfair and unjust. I do not think that any man who wants to be fair to the institutions of the country, because it is one of them, or wants to be fair to that portion of the country that it traverses, should deal with this subject in a sneering and contemptuous way.

"Why should the I. C. R. be made a question of controversy between the political parties? It is not a political, it has not been a political road

under the present administration. I say with all confidence that it has not been a political road in the sense in which the term is used."

Mr. Blair showed how every man on the Intercolonial, no matter what his political views were was allowed time to vote. If favors were given to one party, the same should be extended to the other and in this connection he cited the manner in which P. S. Archibald dispensed passes for the late government. This was the gentleman that Mr. Haggart was anxious to get before the public accounts committee.

For the eight months which cover the full period for which we are able to give the committee a statement, the working expenses were \$3,837,119, the gross earnings were \$3,700,850, showing that up to the end of February, or for eight months, or two thirds of the year, we have a deficit of \$136,000. Last year the gross earnings were \$3,260,000 for identically the same period. Hon. Gentlemen will observe that that is \$440,000 less than the earnings this year. The working expenses were \$3,917,662, or a deficit to the end of February 1901, of \$657,000, as against \$136,000 this year. With a deficit of \$657,000 we picked up last year until we reduced the deficit to \$488,000, which would be \$175,000 of an improvement in the year." (Cheers.)

A Pipeful of "Amber" Plug Smoking Tobacco will burn 75 minutes.

"Test it?"

"Save the Tags, they are valuable."

For the first time since the administration of President Arthur the White House is to be thoroughly renovated and refurbished. It is a well-known fact that at the present time the dining service of the White House is made up of odd dishes to such an extent that any hostess in private life would be ashamed to ask her guests to sit down to a table so badly set. New draperies will also be provided, the walls will be redecorated and the interior will be brought into keeping with the exterior appearance as well with the important position which the residence of the President naturally occupies from a social standpoint.

London, May 1.—General Sir Wm. Olipherts, V. C., who gained the sobriquet of "Hell Fire Jack" at Lucknow, is dead. He was born in 1822.

John Snow, undertaker, Halifax, has during the nineteen years he has been in the undertaking business, officiated at the funerals of 13,000 people.

Dr. Hayes measured an iceberg in Melville bay, which was nearly a mile long, and 315 feet above water. It was estimated to weigh 2,000,000,000 tons.

The most expensive railway to travel on is the Congo, where the fare is £20 for 250 miles. This works out at about 8s. a mile.

On Mount Snowden a bonfire is to be lighted on coronation eve that will, given a clear night, be seen from England, Scotland, Ireland, Wales and the Isle of Man.

Lately the drunkenness of Charlottetown would be disgraceful even if "license" or "free rum" were permitted. In a prohibition town it is simply scandalous. Let us now have a vigorous and judicious prosecution of the law.—P. E. I. Ex.

It is the opinion of leading salesmen from London consumes no fewer than 15,000,000 fowls a year which, if evenly divided among the population would allow about three per head per annum.

The annual output of oranges in Southern California in 1886 was from 200 to 300 car loads. Now it is over 24,000 car loads. The capital invested in orange growing in 1887 was \$1,300,000. Now it is over \$40,000,000.

Legs so Swelled He Couldn't Walk

This case of Mr. James Treneman, the well-known butcher of 536 Adelaide Street, London, Ont., is another proof that Dr. Chase's Kidney-Liver Pills are effective in the most severe and complicated diseases of the kidneys.

Mr. Treneman states:—"Two years ago I was laid up with kidney disease and urinary troubles. Besides the pain and inconvenience caused by these troubles, I became dropsical, and my legs would swell up so that I could scarcely go around at all. Hearing of Dr. Chase's Kidney-Liver Pills, I procured a box and continued the use of this valuable medicine until now I can say for a certainty that I am entirely cured. I never took any medicine that did me so much good, and am firmly convinced that if it had not been for this medicine I would not be working to-day."

These pills act directly on the kidneys and liver, regulate the bowels and ensure the perfect action of the digestive and filtering systems. One pill a dose; 25 cents a box. At all dealers, or Edmondson, Bates & Co., Toronto.

Dr. Chase's Kidney-Liver Pills