

The strongest castle could be reduced by siege if the garrison could be starved out. The strongest body has to give up the fight when starvation weakens it. There are more deaths from starvation than the world dreams of. When the stomach is diseased and the food eaten is not digested and assimilated, then the strength of the body begins to fail because of lack of nutrition, and the weak body falls an easy victim to the microbes of disease.

Dr. Pierce's Golden Medical Discovery cures diseases of the stomach and other organs of digestion and nutrition. It restores physical strength in the only possible way, by enabling the assimilation of the nutrition contained in food.

"I was sick for over three years with a complication of stomach troubles," writes Mr. John H. Cantona, residing at 212 Arch St., Chicago, Illinois. "I had tried every good physician I knew of, as well as many patent medicines, but received only temporary relief. One day a friend recommended your Golden Medical Discovery. I immediately procured some and began its use. Commenced to gain the first week and after I had taken only one bottle I could eat as well as any one without experiencing ill effects. I took five bottles, and to-day am happy to announce that I am as well and healthy as any one could be. I owe it all to Dr. Pierce's Golden Medical Discovery."

The sole motive for substitution is to permit the dealer to make the little more profit paid by the sale of less meritorious medicines. He gains. You lose. Therefore accept no substitute for "Golden Medical Discovery."

FREE. Dr. Pierce's Common Sense Medical Adviser is sent free on receipt of stamps to pay expense of customs and mailing only. Send 31 one-cent stamps for the book in paper covers, or 50 stamps for the cloth-bound volume. Address Dr. R. V. Pierce, Buffalo, N. Y.

## HON. MR. BLAIR

### ON THE INTERCOLONIAL MANAGEMENT.

A Handsome Showing.—Surplus over \$125,000.

Ottawa May 29.—In the House of Commons yesterday, Hon. A. G. Blair delivered an exhaustive speech on Intercolonial management. He was able to show that notwithstanding the large additional expenditures during the year there would be a surplus of \$125,000 over the cost of operating the road and if the rates charged on the Intercolonial were on a par with those of other roads there would be a surplus large enough to pay a handsome dividend. The charge of extravagance against government management of the Intercolonial was dispelled, Mr Blair showing that the operating expenses of the Intercolonial were less than those of either the Grand Trunk or Canadian Pacific.

The earnings for the year ending June 10, 1902, were \$1,770,941 for passengers, \$3,644,513 for freight and \$255,931 for mails and express, or a total of \$5,671,385. Compared with the year before, the passenger receipts were \$1,607,166, freight receipts were \$3,121,006, a total of \$4,728,235, or a betterment of \$699,000 over the year 1900-01.

In the year 1901-02 there were 1,314 miles in operation in both years. The earnings per mile were \$3,782 in 1901 and \$4,313 in 1902, or an increase of \$573 per mile.

The increase in passenger receipts over the year before was \$164,000, in freight receipts \$523,500.

Compared with 1896 the freight receipts had more than doubled and the passenger earnings had almost doubled.

Adding to the mileage in operation in 1896 fifteen per cent so as to make a perfectly fair comparison, he found that in 1902 there had been an increase over 1896 of \$653,822 in passenger earnings and of \$1,587,379 in freight earnings.

Working expenses for the year 1901-02 had been \$5,574,666, thus leaving the net earnings for the year \$496,822.

The working expenses in 1896, allowing for the different mileage, were \$3,464,761, or an increase last year of \$2,069,812.

In the former year there had been

spent out of earnings on the improvement of the road \$1,532,000.

In the former year there had been spent out of earnings on the improvement of the road one million five hundred and thirty-two thousand dollars. Last year the sum was \$2,030,930, or half a million more.

The earnings to the end of March last were \$4,475,000, as against \$4,184,000 in the corresponding nine months of 1901-02 and the working expenses were \$4,775,500, as against \$4,197,500 in the previous year.

On June 30th, 1891, the road showed a deficit of \$60,000 and on March 31, 1902, a deficit of \$13,000, and yet it showed a surplus of \$96,822 at the end of last fiscal year.

During the winter months the cost of operation was more and the earnings were not as large as at other seasons and so the showing at the end of March was always poorer than at the end of the year.

Mr Blair's estimate was that at the end of the present fiscal year, the Intercolonial would be able to show a surplus of at least \$125,000. If the government had not spent \$500,000 more out of earnings on betterments last year, than had been spent in 1896, it would have been able to show a surplus of \$546,000. These betterments, however, all tending to put the road in a better earning position.

At the end of the present year we will be able, he said, to show a surplus of one hundred and twenty-five thousand dollars. If the late government had spent as much on the road as the present they would have added to the deficit of 1896 five hundred thousand dollars more.

If the same wages had been paid now on the road as under the late government the surplus would have been very much larger. The increase in salaries was a very large item in the expenditure. But by the addition of larger locomotives, more modern rolling stock, very much more could be drawn by one train and in that way the increased pay to the employees could be earned.

During the management of the late government, on car mileage, there was a deficit against the road from eighty-six thousand dollars to seventy-two thousand dollars, while during the past year there was a surplus in favor of the road of sixteen thousand eight hundred dollars, or a difference in favor of Mr Blair's management of eighty-two thousand dollars. By car mileage he meant the mileage paid to other companies for cars because of the shortage of cars.

During the past there was paid on the Intercolonial two hundred and forty thousand dollars more in wages than was paid in 1896, in respect to precisely the same number and class of employees.

On the item of coal, there was paid for the same quantity of coal \$151,000 more money than was paid in 1896 for exactly the same quantity.

There was in addition to this, the question of stores and supplies an increased cost last year of \$131,000, then added to this the \$520,000 which he had previously mentioned and there was an item of over \$1,000,000 of an increased expenditure on the Intercolonial for the year ending 30th of August last as compared with the year 1896.

In discussing the question of government ownership of railways Mr Blair demonstrated to a satisfactory conclusion that the same influences that were used to obtain positions on the government railways were at work in private corporations. Political influence was largely responsible for initial appointments but the appointee had to be able to do his work and promotion afterwards was by seniority. Persons continually assert that because of the baneful effects of politics the Intercolonial cannot be made to pay. This was not so. To pay 3 per cent on the cost of the Intercolonial would require \$2,000,000. If the rates for transporting freight and passengers remained the same this could only be saved by reducing the expenses of the road. Last year the working expenses of the Intercolonial were \$5,500,000 and the earnings \$6,000,000 in round figures. Of the working expenses \$3,537,000 were paid for wages which in the opinion of the minister were low enough and some other field would have to be sought for a reduction rather than that of wages.

The next important item was coal which cost \$1,000,000 which is bought at the very lowest prices in the market. The cost of printing and advertising is \$50,000 annually. For rentals the sum of \$140,000 is paid and \$67,000 is expended for ferries. General stores cost \$750,000 nine-tenths of which are purchased by contract at prices which are as low if not lower than those obtained by any railway corporation. After demonstrating that it was impossible to effect any large saving in the operating expenses of the Intercolonial, Mr Blair proceeded to contrast this class of expenditure on the Intercolonial with those of the other railways of Canada.

The proportion of the earnings of the GTR and the CPR to each \$700 of operating expenses is as follows:

## Itching Skin

Distress by day and night—That's the complaint of those who are so unfortunate as to be afflicted with Eczema or Salt Rheum—and outward applications do not cure. They can't.

The source of the trouble is in the blood—make that pure and this scaling, burning, itching skin disease will disappear.

"I was taken with an itching on my arms which proved very disagreeable. I concluded it was salt rheum and bought a bottle of Hood's Sarsaparilla. In two days after I began taking it I felt better and it was not long before I was cured. Have never had any skin disease since." Mrs. Ida E. Ward, Cove Point, Md.

**Hood's Sarsaparilla** rids the blood of all impurities and cures all eruptions.

Proportion of earnings to each \$100 of operating expenses GTR \$1.54; CPR \$1.61; ICR \$1.73. Take that into your minds, please, and keep it there. For every \$100 of operating expenses the CPR gets \$61, and GTR \$54 and the ICR \$73 on the results of the last year. This sworn return was given the court for operating and the expenses and charges in the different branches and the following is the result of total operating expenses per train mile: CPR, \$1.11; GTR, ninety-three cents; ICR, eighty-one cents. There is a slight fraction to be added to the cents in these figures, but they show that on the ICR it was less than the GTR per train mile, and a great deal less than the CPR. It was shown that we have operated the ICR at less, and that includes the working expenses, not capital, not interest, not dividends, nothing but the actual handling of trains. We operated the ICR with less cost than the GTR and at a good deal less than the CPR. (Hear, hear.)

Is there any evidence there that the management of the ICR has been different or that it does not compare favorably with these other lines? These figures show that we are not wasteful, and that we operated out trains with as much economy and with more economy than the other two great railways. (Hear, hear.)

When you come to the maintenance of the works and the buildings per train mile we have the following results:

The CPR spent twenty-six cents and a fraction; the GTR spent twenty cents and a fraction, and the ICR nineteen cents and a fraction. We were not very wasteful there at all events. We are about on the same standing as the GTR and quite a little better than the CPR. For every mile of railway we compare favorably with these roads in both these directions.

Now let us take the working and repairs of engines per train mile and we find it costs the CPR thirty-five cents and a fraction, the GTR thirty-two cents and a fraction and the ICR thirty-three cents and a fraction.

The cost of working and repairs of cars per train mile was as follows: CPR, seven cents and a fraction; GTR, eleven cents and a fraction; ICR, ten cents and a fraction. The cost of general operating expenses was as follows: Per train mile, CPR, forty-one cents; GTR, twenty-eight cents and a fraction; ICR, twenty-eight cents and a fraction. Under all these different headings the figures of the other railway companies given in sworn ratio do not make an unfavorable comparison with the results on the ICR. (Hear, hear.)

Mr Blair then pointed out the disadvantages of the Intercolonial railway in respect to location, and also in regard to competition all the way. There was only one side to the trade.

Mr Ross (Victoria)—The CPR on the other side.

Hon Mr Blair—Yes; the CPR on the other side also. The minister said that the rates on the Intercolonial were from fifty to one hundred per cent. lower than those on the GTR and Canadian Pacific. If the rates were increased say fifty per cent., there would of course be no extra expenditure, then the total earnings of the Intercolonial would be seven millions, six hundred and twenty thousand dollars, making a surplus of two million and forty-six thousand dollars.

Mr Haggart—Why not put up the rates?

Hon. Mr Blair—No, it would not do. The rates are about the same to-day as when the road was taken over at confederation, and I have no intention of raising them.

I am not making I hope, any personal or individual claim in regard to these results, only in a very small measure should I be entitled to do so. If I were to award credit for the showing we are able to make I would award the greatest share to the good and true men, faithful in their duty and loyal to the public who give their best attention and employ their best energies to the discharge of their duties in the Intercolonial service. I think they are entitled to great credit, indeed.

I venture to say you cannot travel over any railway in Canada where you will find a better class of men, more attentive, more courteous or more deeply interested in their work, and the welfare of the road they serve. I am bound to say this in justice to the employees of the road, for I have heard them spoken of by many who have travelled over the road.

To these men would I award the proper measure of praise. I am only claiming for the government that we realized what would be imperative if we would rescue the Intercolonial from the alarming condition which it was in. If we were to escape a continuance not merely of a half million deficit, but if deficits far in excess of half million we realized that it was necessary that we should go to work in a business like way, that we should adopt modern methods, that we should act as men who knew that good results were to be achieved only by adopting the necessary means for the economical working of the railway and the carrying of its traffic. It was only because we were impressed with the importance and necessity of going about the working of the Intercolonial from that point of view that I claim we are entitled to credit from the people of this country. (Cheers.)

## THE PINKHAM CURES

ATTRACTING GREAT ATTENTION AMONG THINKING WOMEN.



Mrs. Frances Stafford, of 243 E. 114th St., N.Y. City, adds her testimony to the hundreds of thousands on Mrs. Pinkham's files.

When Lydia E. Pinkham's Remedies were first introduced skeptics all over the country frowned upon their curative claims, but as year after year has rolled by and the little group of women who had been cured by the new discovery has since grown into a vast army of hundreds of thousands, doubts and skepticisms have been swept away as by a mighty flood, until to-day the great good that Lydia E. Pinkham's Vegetable Compound and her other medicines are doing among the women of America is attracting the attention of many of our leading scientists, physicians and thinking people.

Merit alone could win such fame; wise, therefore, is the woman who for a cure relies upon Lydia E. Pinkham's Vegetable Compound.

The people of Brittany are excited over rumors that the government is about to abandon the French shore in Newfoundland to Great Britain in exchange for concessions in Gambia, Western Africa. The Breton fishermen say that they will be ruined if the Newfoundland fisheries are closed.

## If You Fail to Remove your Burden

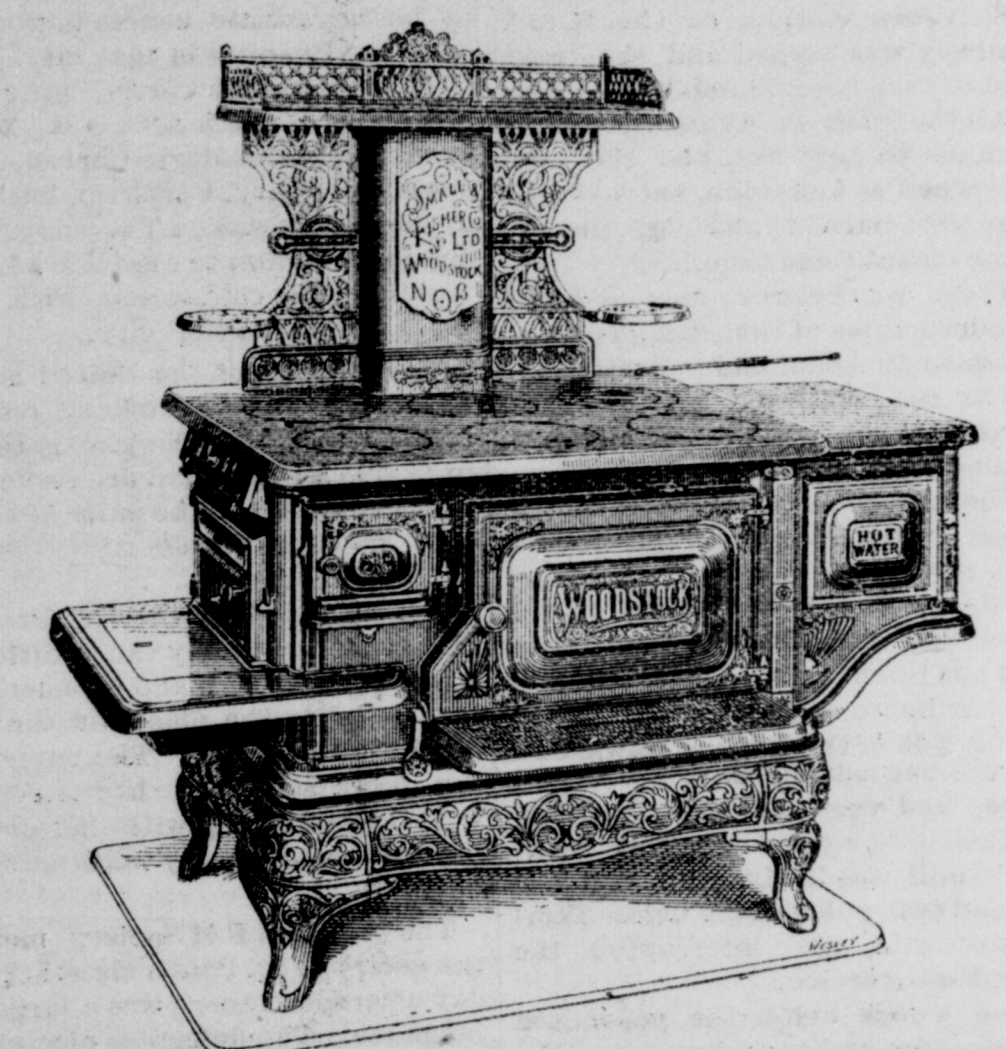
OF DISEASE IN JUNE, YOUR LIFE IS NOT SECURE.

## PAINE'S CELERY COMPOUND

Will Do For You What It Did For Mr. J. B. Butts.

There was never a remedy so highly recommended for making sick people well in summer time as Paine's Celery Compound. It successfully grapples with all the ailments common in summer time, and never fails to remove long standing and chronic diseases that have baffled the skill of physicians. When Paine's Celery Compound is used, there is no long waiting for results. It tones the stomach, improves the appetite, assists digestion, gives sweet sleep, excites the bowels to healthy action, expels all foul humors from the blood and braces the nervous system. Mr. J. B. Butts, Spadina Ave., Toronto, Ont., says:—"I had a very bad attack of la grippe, which left me with a nervous and broken-down system; I also suffered from indigestion, and sleeplessness added to my misery. I was troubled with horrible nightmares and dreams; indeed, my sleeping hours were to me times of terror and fear. I commenced to use patent medicines for my trouble but derived little benefit from them. I happened to get one of your books at my house and after reading about the wonderful cures effected by Paine's Celery Compound, I decided to give it a fair trial. In three months I found myself fully and perfectly restored to health, and had gained fifteen pounds in weight. I am satisfied Paine's Celery Compound saved my life, and without it I would not now be alive. It is, without doubt, the best remedy in the world."

## THE CELEBRATED WOODSTOCK RANGE,



With or without a complete outfit, including Wash Boiler, &c. \$25.00 to \$39.00.

PATRONIZE HOME INDUSTRY.

## Small & Fisher Co. L'td.

There were 9,288 gallons of various alcoholic liquors received in Lowell, Mass., last week. That makes a very good number of drinks for a non-licensing town.

**Piles** To prove to you that Dr. Chase's Ointment is a certain and absolute cure for a sore and every form of hemorrhoids, bleeding and protruding piles, the manufacturers have guaranteed it. See the testimonials in the daily press and ask your neighbors what they think of it. You can use it and get your money back if not cured. See a box at all dealers or EDWARDS, HARRIS & CO., Toronto.

**Dr. Chase's Ointment** An undertaker at Winfield, Kan., announces the purchase of a beautiful new hearse, and is sure that all who use it will be satisfied.

The strange sight of a man riding a huge alligator across a lake was witnessed recently by a large number of tourists at the alligator farm at St. Augustine, Florida. At the close of this remarkable feat in navigation the man, to the amazement of the spectators, ordered the animal to go to sleep, which it promptly prepared to do.

It is said that the Victoria Falls on the Zam-bezi, which are to be used to develop electrical energy, have an estimated horse power of 35,000,000, as compared with Niagara's 7,500,000.

## Accept This Gift

Of Powley's Liquefied Ozone—The Only Way to Kill Inside Germs

If you suffer from germs, and don't know that Powley's Liquefied Ozone kills them, let us give you a bottle. Not a mere sample, but a full size bottle—enough to prove what Ozone can do. We will send you an order on your druggist for it, and instruct him to charge it to us. This very offer must indicate to you that Ozone does what we claim.

### Kills Inside Germs

Powley's Liquefied Ozone is the only way to kill germs in the body without killing the tissues too—and you can't cure a germ trouble without killing the germs. Some of you have taken medicines until you are discouraged, for drugs never kill germs. Some of you believe your trouble incurable—simply for lack of a germ-killer. You are the ones to whom we want to give Ozone. We want you to know that Ozone ends these germ troubles—at once and forever. A cure is inevitable.

### Not a Medicine

There are no drugs in Powley's Liquefied Ozone—no alcohol—nothing but oxygen, the vital part of air. Ozone is the discovery of a chemist who spent 20 years in learning how to get an excess of oxygen, in liquid form, into the blood. This product alone solves the problem of an internal germ-killer—a problem to which many scientists, including Koch and Pasteur, have devoted their lives.

Ozone gives to the world the only way known to kill germs in the body, and to cure the diseases they cause. It does that with oxygen—nature's greatest tonic—the very source of your vitality. It kills them because germs are vegetable, and an excess of oxygen, while life to an animal, is deadly to vegetable matter.

To-day the world's best physicians, and the largest hospitals everywhere, are using Ozone alone for germ troubles. And every person who suffers from a germ disease must employ it. We spend 14 days in making every bottle.

### Germ Diseases

These are some of the known germ diseases. Powley's Liquefied Ozone has cured each of these diseases—completely and forever, in at least several hundreds of the most difficult cases that physicians ever meet. Ozone is the proper treatment for all of them—the only quick, direct and certain way to remove the cause of the trouble. Medicine may palliate, stimulate, help nature overcome the germs, but Ozone alone can directly kill those germs, and that is what must be done.

Asthma, Anemia, Abscess, Bronchitis, Blood Poison, Bright's Disease, Bowel Troubles, Coughs—Colds, Consumption, Colic—Cramp, Constipation, Catarrh—Cancer, Dysentery—Diarrhea, Bandages—Dropsy, Dyspepsia, Impure Blood, Kidney Diseases, La Grippe, Liver Troubles, Leucorrhea, Malaria—Neuritis, Pleurisy—Quinsy, Rheumatism, Skin Diseases, Scrofula—Syphilis, Stomach Troubles, Tuberculosis.

Eczema—Erysipelas, Fevers—all kinds, Gonorrhea—Gleet, Gail Stones—Gout, Influenza, Throat Troubles, Tumors—Ulcers, Varicose Veins, Women's Diseases, Weak Eyes.

All diseases that begin with fever—all inflammation—all catarrh in any part of the body—all contagious diseases—all the results of impure or poisoned blood.

### 50c. Bottle Free

If you have never tried Ozone, please mail us this coupon and tell us the disease you wish to treat. We will then mail you an order on your druggist for the bottle, and send overwhelming evidence of what Ozone has done for troubles exactly similar.

Don't hesitate—don't doubt that Ozone does what we state—when we pay for your test ourselves. Be fair with yourself. Let us show you what it has done for others in diseases like yours. Let the free bottle prove what it can do for you.

Powley's Liquefied Ozone is sold by all druggists in two sizes—50c. and \$1.

**CUT OUT THIS COUPON** for this offer may not appear again. Fill out the blanks and mail it to the Ozone Co., Limited, 48 Colborne St., Toronto.

I am troubled with \_\_\_\_\_ I have never tried Powley's Liquefied Ozone, but if you will supply me a 50c. bottle free I will take it.

Write your name plainly \_\_\_\_\_ Street and number, \_\_\_\_\_ Town and Province.

## STOMACH and Bowel Troubles;

Torpid Liver, Sick Headache, Constipation and Biliousness, speedily cured by

**McGALE'S BUTTERNUT PILLS**

They are safe and prompt, free from Calomel or any Mercurial preparations; can be taken at any time and in any climate.

They are prepared with a concentrated Extract made from the Butternut and scientifically combined with other vegetable principles that make them without doubt one of the best Liver, Stomach and Bowel Pills now before the public.

For sale everywhere, 50c. per box, or by mail on receipt of price.

**STANTON'S PAIN RELIEF.** A family remedy for internal and external use. Cures Rheumatism, Colic, Sprains, Neuralgia. For sale everywhere, price 25 cents per bottle.

Sole proprietors, THE WINNERS CHEMICAL Co., Limited, Montreal, Canada.