

We Offer \$1,000

For a Disease Germ That Liquezone Can't Kill

On every bottle of Liquezone we publish an offer of \$1,000 for a disease germ that cannot kill. We do that to convince you that Liquezone does as we claim.

Please note what that means. Any drug that kills germs is a poison, and it cannot be taken internally. Medicine is, therefore, almost helpless in any germ disease. Liquezone alone can kill germs in the body without killing the tissues, too.

Acts Like Oxygen

Liquezone is the result of a process which, for more than 20 years, has been the constant study of scientific and chemical research. Its virtues are derived solely from gas, made in large part from the best oxygen producers. By a process requiring immense apparatus and 14 days' time, these gases are made part of the liquid product.

The result is a gas that does what oxygen does. Oxygen gas, as you know, is the very source of vitality, the most essential element of life. Liquezone is a vitalizing tonic with which no other known product can compare. But germs are vegetables; and Liquezone, which—like oxygen—is life to an animal, is deadly to vegetable matter.

We Paid \$100,000

For the American rights to Liquezone—the highest price ever paid for similar rights on any scientific discovery. We

did this after testing the product for two years, through physicians and hospitals, in this country, and others.

That price was paid because Liquezone does what all the skill in the world cannot do without it. It does in germ diseases that which is impossible with drugs. It carries into the blood a harmless yet powerful germicide, to destroy at once and forever the cause of any germ disease. And no man knows another way to do it.

Liquezone is new in America, and millions who need it don't know of it. For that reason we are spending \$500,000 to give the first bottle free to each of a million sick ones.

Germ Diseases

These are the known germ diseases. All that medicine can do for these troubles is to help Nature overcome the germs, and such results are indirect and uncertain. Liquezone kills the germs, wherever they are, and the results are inevitable. By destroying the cause of the trouble, it invariably ends the disease, and forever.

Asthma—Anemia—Hay Fever—Influenza—Kidney Diseases—La Grippe—Leucorrhea—Liver Troubles—Malaria—Neuritis—Many Heart Troubles—Piles—Pneumonia—Rheumatism—Scrofula—Syphilis—Stomach Troubles—Tuberculosis—Typhoid—Whooping Cough—Zoster—Gout—Gonorrhea—Gleet

Dyspepsia—Erysipelas—Fever—Gall Stones—Goitre—Gout—Gonorrhea—Gleet—Throat Troubles—Tuberculosis—Typhoid—Whooping Cough—Zoster—Gout—Gonorrhea—Gleet

All diseases that begin with fever—all inflammations—all catarrhs—all contagious diseases—all the results of impure or poisonous blood. In nervous debility, Liquezone acts as a vitalizer, accomplishing what no drug can do.

50c Bottle Free

If you need Liquezone, and have never tried it, please send us this coupon. We will then mail you an order on your local druggist for a full-size bottle, and we will pay your druggist ourselves for it. This is our free gift, made to convince you; to show you what Liquezone is, and what it can do. In justice to yourself, please accept it today, for it places you under no obligation whatever. Liquezone costs 50c. and 50c.

CUT OUT THIS COUPON for this offer may not appear again. Fill out the blanks and mail it to the Liquezone Co., 438-440 Wabash Ave., Chicago.

I have never tried Liquezone, or Powley's Liquefied Ozone, but if you will supply me a 50c. bottle free I will take it.

My disease is.....
I am.....
I live at.....
Give full address—write plainly

Liquezone was formerly known in Canada as Powley's Liquefied Ozone.

A POWERFUL SPEECH.

The Dominion Premier's Lucid Explanation on G. T. P. Bill.

"That is the policy on which we stand, and upon that policy I declare, as head of the Liberal party we stand or fall. Upon that policy we stand or fall, but fall we shall not."

In these words Sir Wilfrid Laurier once more committed his party to the transcontinental railway project, in a speech which roused his parliamentary followers to great heights of enthusiasm. The galleries were crowded with ladies who had waited patiently for nearly four hours to hear the fine effort with which the premier combatted the amendment of the opposition leader.

He turned the tables upon his opponents at the outset by suggesting that if he said "no," gentleman had given the House mountains of quotation, no one could be skeptical, because from day to day the House has soon the pile going up and up until like the tower of Babel, it ended in nothing but a confusion of tongues. On this occasion Mr. Borden had excelled himself as a scrapbook orator, and he quoted and quoted and quoted, among other things from confidential documents which came into his hands in some manner unobtainable, and also from a circular quoted at the G. T. P. shareholders' meeting, a circular unknown, uncertain and described, sent by somebody to somebody, nobody ever knew. (Laughter.)

Referring to the action of the leader of the Opposition and Mr. Osler in quoting from a private report of the meeting of the shareholders of the Grand Trunk Railway, Sir Wilfrid said he was sure Mr. Osler himself would be the first to acknowledge that in doing so he was wrong. That gentleman was a director of many companies, and would he think it fair to himself if at some meeting of the company a reporter were to sneak in, take a report and send it across the ocean to Canada to be used against him? Mr. Osler, he thought, would be the first to say that such a proceeding was not fair. And Mr. Osler's comments that the session had been called to ratify the amended agreement were, Sir Wilfrid pointed out, entirely out of accord with the facts. He reminded that gentleman that in 1880 a session had been called out of the usual season, in December, to ratify a contract with a syndicate of men which eventually became the company of which that gentleman is

now one of the prominent stockholders. Now it was against the dignity of the House, and shrank the dignity of a director of the C. P. R., who happens to be a member of Parliament, if Parliament were summoned to do a thing which was not done for his company. To do something for his company was no indignity to Parliament, but to do it for any other railway company was to a shareholder of the C. P. R. an indignity to Parliament.

MR. BLAIR'S MEMORANDUM.

Regarding the quotation by Mr. Borden of Mr. Blair's memorandum, Sir Wilfrid said he would not add anything to what he had already said, except that it was a private and secret document which was covered by an oath of secrecy, which could not go out of the Privy Council without the sanction of the Governor-General and that if it came out in any way it did so by the breaking of the law by somebody. (Cheers.) Sir Wilfrid pointed out with emphasis that, in reply to the Opposition, he had in a previous debate stated that the G. T. Pacific could not default on the whole, and, therefore, for that reason the government held the company tight to their bargain. That contention still held good in the face of the new agreement. He appealed to the House whether during the debate there had been heard from the other side of the House one single generic idea, a single constructive thought. Had there been the expression of a national aspiration or had there been a recognition of a single national duty. The whole discussion from front to rear which had been heard from the opposition benches had been a continuous petting and quibbling as to the meaning of statutes, words and syllables, all with the view of magnifying the assistance which is to be given to the G. T. P. by the country for carrying out this enterprise. Sir Wilfrid said the House and the country were fortunate in that the leader of the opposition had put his ideas in the form of an amendment, which formed the best justification and fullest vindication the government could have for the policy which they were now asking the House to support.

The amendment of the Opposition was like the coat of Joseph, it was evanescent fluid. It had been designed and devised to give pleasure to the corporations and to give hopes to the friends of the opposition and prevent them falling into discouragement and despair. Mr. Borden had no objection to building the Moncton branch, provided the grades are sufficient, and he was also ready to build the Quebec to Winnipeg section, provided the land was found to be of good quality. But there was everything in it to give the most pleasant anticipations to the shareholders and directors of the C. P. R. (government cheers.) While Mr. Borden was willing that the G. T. P. should enter and help to develop the prairies of the west, he was not willing that that railway should reach the prairies by the line which it could control itself. His plan was that the G. T. P. should reach the prairies by using the line of the C. P. R., and for that purpose the government and the country should buy the section of the C. P. R. from North Bay to Winnipeg, improve it, and thus make a highway which can be used by all railways.

WHERE WAS IT PROMPTED?

Sir Wilfrid quoted from the speech of Mr. Borden to show that additional means of communication with the west are needed, and then proceeded to show that while the most natural remedy was to build another line, Mr. Borden proposed that after having made a gift of the line to the C. P. R. in the first place, the country should now buy it back from them, and, after improving it, allow that line, in common with others, to use it—a proposition so crude that some persons thought Mr. Borden could not have made it on his own initiative, but that it had been suggested to him by the C. P. R. This Mr. Borden repudiated, and Sir Wilfrid accepted the repudiation, but he asked, amid government cheers, "Who, then, is the Memphis who has whispered into his ear a project so at variance with not only the rules of common sense but of patriotism?" What chance was there of Canadian trade being carried to Canadian harbors if the plan of Mr. Borden were accepted? While reproaching the government for not having bound the Grand Trunk Pacific with ties adamant to go to St. John and Halifax, the opposition asked the House and the country to support their scheme for bringing the traffic from Winnipeg to North Bay, whence it surely would go to Portland. Was there ever a scheme more unpatriotic? (Cheers.) The government were endeavoring to correct the errors of the past.

REDUCTION OF RATES.

Sir Wilfrid dwelt upon the futility of attempting to force all the traffic of the west over one line of railway, as proposed by the Opposition, and urged the advantages of competing lines of railway. He recalled the struggles of Manitoba in the early days to be relieved from the incubus of the C. P. R. monopoly; how the day came when bloodshed was within measurable distance over that question, and how the incubus was ultimately removed and the rates came down. He recalled with pride that since his Government came into office the Canadian Northern was chartered and there had been still further reductions of western grain rates. He informed the members of the Opposition that, although they would vote for the amendment, many of them would not do so with cheerful hearts. Mr. Northrup and Mr. Brock had advocated the original plan of the Grand Trunk Pacific, to build from North Bay, and Sir Wilfrid declared, amid government cheers, that what the country must have and what it was the policy of the government to give was a transcontinental railway from tidal water to tidal water.

THE CANADA ATLANTIC.

In reply to Mr. Borden, Sir Wilfrid said he could not see how the construction of the G. T. Pacific to North Bay and Portland would carry trade to Canadian ports, without a railway to the maritime provinces. Touching on the proposal of Mr. Borden to acquire the Canada Atlantic, Sir Wilfrid said it would be of the greatest possible advantage to that line to be administered by the government, for the reason that three quarters of the business of the road was the carrying of goods from American ports to American ports in bond. In order to comply with the American law Mr. Booth has been compelled to acquire an American fleet in connection with the railway, and as the government could not operate a fleet of United States vessels it could not retain that business. In order to demonstrate the strength of his position, Sir Wilfrid quoted the United States law upon the subject. He also read, amid cheers, a despatch from the customs agent at Depot Harbor, stating that "American customs officers will not allow freight originating in Boston destined for Duluth, to be carried in British vessels from Depot Harbor to Duluth." Did Mr. Jabel Robinson, who advocated government ownership, think it would be good business for the government to buy a railway and at once give up three fourths of the business done over it? He did not pretend the Canadian trade of the Canada Atlantic Company could not be improved. In reply to the contention that the Intercolonial should be extended to Winnipeg, Sir Wilfrid pointed out that although that railway had been administered by six or seven ministers of railways, up to this time it has never earned a dollar dividend on the capital invested in it. He did not mean to say it would never become a financial success—he hoped and believed it would be—but until the secret of making the Intercolonial a financial success had been found he did not think it advisable or wise to extend the railway farther than at the present time.

THE FINANCIAL ASPECT.

The opposition had spoken of the tremendous expense in which the Grand Trunk Railway would involve the country. The government had in mind that if they undertook the railway they would have to spend a great deal of money; but by helping the Grand Trunk Railway—a powerful railway company—and by forcing it to take the eastern section and pay three per cent. on the cost of it, the government thought they were minimizing the expense to the country to a few millions. One of two things would happen—either there would be default or there would be no default. If the government's calculations were correct, the Grand Trunk Pacific would be in a position not only to meet all the liabilities from the profitable western section, but to pay the rental for the eastern section. If these expectations were realized the country could have a new transcontinental railway at a minimum cost. Had the suggestions of the opposition been adopted and the Intercolonial extended and the results been the same as on that railway at present, the country would have been saddled with an enormous debt, every cent of the interest on which the country would have to provide annually. Nothing could be truer than the statement that when the Grand Trunk railway came to the government it was with a proposal not to build from ocean to ocean but from North Bay to the west. The government had told the company that so long as the present government were in office they could not have a dollar of public money for such a line. (Cheers.) The government told the company that they were anxious to have them extend to the northwest and to take their share of the growing trade of the west, but they told the company also that the trade collected from the west would have to be taken, not to Portland as under their old system, but under a new system, every inch

upon Canadian territory, to tidal water in the maritime provinces. (Cheers.)

DECLARATION OF POLICY.

"That," said the Premier, "is the policy we imposed upon the company; that is the policy upon which we stood then; it is the policy upon which we stand now, and upon that policy I declare, as head of the party, we stand or fall, but fall we shall not, for the heart of the people is with us. (Ob, oh!) I do not care for the jibes that come from the other side of the House. Blind is he who does not read the signs of the times. Blind is he who does not realize that the Canadian people have made up their minds that they will have another transcontinental railway." (Cheers.) In conclusion, Sir Wilfrid pointed out that under the agreement of the error of the past, when the G. T. R. was built to Portland, had been rectified; that the railway which during 50 years, friend and foe alike must admit, had done a great deal for the development of Canada, would during the next 50 years do more for its development than before; and it would no longer be a foreign country, and that ten or twenty years hence we shall have another transcontinental railway completed, every inch of it in Canadian territory, with immense terminals on both the Atlantic and the Pacific, with the trade flowing over it, not of Canada alone, but of Asia towards Europe, and of Europe towards Asia. This was the statement he made to the House, this the mandate he gave to the House and to the people, and upon the policy of a national railway from east to west on Canadian territory the Government stood or fell.

The Premier was given and ovation by his enthusiastic supporters at the conclusion of his address.

HOW TO GAIN HEALTH.

A Simple Plan that Should Be Followed by all Who are Sick.

If you could buy back your health on the installment plan—say 25 cents a week, for a limited number of weeks until cured—would you do it? Here is a plan worth trying: Taking into account their power to cure, Dr. Williams' Pink Pills are the most economical medicine, without exception. These pills have effected cures in cases of rheumatism, paralysis, St. Vitus dance, indigestion, kidney trouble, anaemia, and other serious diseases of the blood and nerves. They have cured hundreds of cases where ordinary medicine had been tried and failed. They have restored to helpless invalids full use of limbs that had long been powerless. That is the best guarantee that these pills will not disappoint when used for simpler ailments. Taking one pill after each meal (as required for minor troubles) a fifty cent box of pills gives nearly a two weeks' treatment. For chronic diseases, when the larger dose is required, the cost of treatment does not usually exceed fifty cents a week. If you are sick or ailing, is it not worth your while to give so effective a medicine as Dr. Williams' Pink Pills a trial? What the pills have done for other people they can do for you. Every dose makes the new rich red blood that brings robust health and strength. They are the best tonic medicine to take at this time of the year when the blood is sluggish and impoverished.

Do not waste money on ordinary medicines, or substitutes; see that the full name, "Dr. Williams' Pink Pills for Pale People," is printed on the wrapper around every box. Sold by all medicine dealers or sent postpaid at 50 cents a box, or six boxes for \$2.50, by addressing the Dr. Williams' Medicine Co., Brockville, Ont.

"Automobile Topics" estimates the production of automobiles in the United States at 26,350, consisting of 21,350 gasoline, 3500 electric and 2000 steam motors.

DR. A. W. CHASE'S 25c. CATARRH CURE...

Is sent direct to the diseased parts by the Improved Flower. It cleans the urethra, clears the passages, stops droppings in the throat and permanently cures Catarrh and Gonorrhea. Free of charge. All dealers, or Dr. A. W. Chase, Medicine Co., Toronto and Buffalo.

For the first time in more than a score of years, the various lakes in Central Park, New York, are now in good condition at the return of spring.

Perkins' American Herbs.

(Nature's System Regulator.) In Powdered or Tablet Form.

200 Days Treatment - \$1.00.

Composed of Roots, Barks and Herbs, such as Mandrake, Wormwood, Juniper, Elecampane, Sassafras, Boneset, Spearmint, Hubbard, Burdock, Sarsaparilla, Magnolia and others.

Guaranteed to cure Rheumatism, Kidney Disorder, Liver Complaint, Constipation, Sick and Nervous Headache, Neuritis, Dyspepsia, Fever and Ague, Scrofula, Female Complaints, Nervous Affections, Erysipelas, Catarrh and all diseases arising from impure blood.

For sale by

GEORGE H. ARTHUR,

General Agent,

Woodstock, N. B.

Mail orders promptly attended to.

YOUR BOY'S OUTFIT FOR \$6.00 AND A WATCH FREE.

THE OUTFIT IS MADE UP AS FOLLOWS:

Single-breasted All-wool TWEED SUIT, - - - \$4 00
Dark Check Pattern, - - - 80
Extra Pair Knee Trousers, - - - 35
Cloth Cap, - - - 25
One Pair Heavy All-wool Stockings, - - - 25
Pair Suspenders, - - - 25
Necktie, - - - 25
Total, - - - \$6 00

Cut this advt. out, send it to us—giving name of the paper in which you saw it—and enclose \$6.00, and we will send you by express this boy's outfit, any size from 9 to 17 years, and A WATCH FREE.

After you receive it, if you and your friends do not say it is **The Best Boy's Outfit you ever saw for the money**, or if it is not as good as you can get from your local dealer or elsewhere for \$8.00, or if it does not please you in every way, you can return it to us at our expense and we will immediately return your money.

We make this extremely low bargain price merely as an advertisement of our Boy's Clothing Department, for we know if we get your order for this that we will not only secure your business, but that of your friends and neighbors as well.

A Watch Free

will also be sent as a present to the boy—a splendid Ingersoll Yankee Watch, in perfect running order and a first-class time-keeper, free of charge, and guaranteed by the maker for one year.

Send \$6.00 at once—to-day—and secure this great bargain.

Greater Oak Hall,

King Street, corner Germain, ST. JOHN, N.B.

SCOVIL BROS. & Co.

Real Estate.

FARM FOR SALE.

WE have one of the best Farms in Arden County for sale, located on the Woodland Centre road, about 4 or 5 miles from Carleton Place, containing 20 acres, with about 15 acres cleared and in good condition for crops, the remainder of which is a good hardwood ridge. The buildings on this farm are commodious and modern, being supplied with water from a large cistern on a hill a short distance from the buildings, which is continually filled with water by a large windmill, from one of the best wells in the country. The elevation of the cistern is such that there is sufficient force to throw water clear over the top of the buildings. One barn is 24x40 and is clapboarded and painted, the other barn is smaller in size, being only 30x40. There is a large young orchard on this farm just beginning to bear. This farm is located on R. F. D. Route No. 4, and is only about 1 mile from a public school. Owing to the fact that taxes are very low in the town of Woodland, and that Carleton is one of the best markets in the County, this farm is one of the most desirable. There is no question but what any shrewd farmer can net \$3000.00 a year from the produce of this farm. Farms of the above description, for sale, are very scarce, and it behooves those who wish to purchase land to attend to it at once, for it undoubtedly will remain on the list but a short time. For further particulars enquire of

CHAS. G. BRIGGS & CO.,
Real Estate Brokers,
CARIBOU, - - - MAINE.

INTERCOLONIAL RAILWAY

ON and after SUNDAY, OCT. 11th, 1903. Trains will run daily (Sundays excepted) as follows:

Trains Leave St. John.
No. 6—Mixed for Moncton..... 6:30
No. 2—Express for Halifax, Sydney, N. B., and Campbellton..... 7:00
No. 25—Express for Point du Chene, Halifax and Pictou..... 12:15
No. 4—Express for Moncton and Point du Chene..... 12:15
No. 5—Express for Sussex..... 12:45
No. 13—Express for Quebec & Montreal..... 12:45
No. 10—Express for Halifax & Sydney..... 2:25

Trains Arrive at St. John.
No. 1—Express from Halifax & Sydney..... 4:20
No. 2—Express from Sussex..... 4:40
No. 13—Express from Montreal & Quebec..... 12:50
No. 5—Mixed from Moncton..... 12:50
No. 3—From Point du Chene and Moncton..... 12:50
No. 25—Express from Halifax and Pictou and Campbellton..... 12:50
No. 1—Express from Halifax..... 12:50
No. 4—Express from Moncton, Sunday only..... 2:45

All Trains run by Atlantic Standard Time. 2:00 o'clock is midnight.

General Manager,
Moncton, N. B., Oct. 9th, 1903.

City Ticket Office,
7 King Street, St. John, N. B.
GEO. CARVELL, C. T. A.

Subscribe for the SENTINEL.

Hartland Department Store,

JOHN T. G. CARR, Proprietor.

ANNUAL STOCK TAKING SALE NOW ON.

OUR usual time for stock taking is end of January. In order to make this work as light as possible we will, as usual, dispose of many lines, especially WINTER GOODS, at greatly reduced prices:

Fur Coats for Men and Women, Caps, Boas, Muffs, Capelines, &c.; Robes and Horse Blankets; Felt Boots for Men and Women; Overshoes, Lined Gloves, Mittens, And a thousand other articles.

We want to clear these Goods out, and Bargains will be given.

JOHN T. G. CARR HARTLAND.

January 6th, 1904.

Students Can Enter At Any Time.

Because the Instruction given is mostly individual, and there are no Vacations to interrupt the work.

BUSINESS: Exclusive use of the two best and most up-to-date of the Business Practice System.

SHORTHAND: The Isaac Pitman.

Catalogues free to any address.

S. KERR & SON, Oddfellows' Hall.

Farm For Sale.

THE subscriber offers his farm, in Barville, for sale. Good house and large barn, new granary and store house for machinery, with other outbuildings; all in good repair. Will be sold at a bargain. Part purchase money can remain on mortgage, if desired. The farm is under good state of cultivation; 60 acres cleared.

ROBERT WALLACE.

Sept. 5th, 1903.—14-57.

FOR SALE!

MY FARM in JACKSONTOWN, consisting of 100 acres, more or less. About 60 acres under cultivation. Plenty of wood and lumber standing. Seven miles from Woodstock. Near churches and schools.

BARN, GRANARY, OUTHOUSES, GOOD DWELLING.

Two large orchards and small fruits in abundance.

Good water. Modern Improvements.

For further information apply on the premises.

MRS. ALICE PETERS, JACKSONTOWN.



"Baby's Own Soap"
A Soap worthy of baby—sterilized good enough for any skin.
Pure, Fragrant, Cleansing
Albert Toilet Soap Co., Mfrs.
MONTREAL.
No other soap has all its qualities.