

## The Man Who Buys "Manches-ter House" CLOTHING THIS SPRING

Will not only get Clothes 25 to 30 per cent. less than any other Store, but he will also get

As well Tailored Clothes,  
As Thoroughly Stylish Clothes,  
As Perfect Fitting Clothes,  
As Good Wearing Clothes,

As can be bought in any store in this or any other city. And not only this, but he can choose from assortments that are unmatched outside this store. Surely no man who wants to get the most for his money is going to ignore these advantages. EVERYTHING THAT'S NEW and CORRECT FOR SPRING WEARING IS HERE.

**Men and Youths' Suits** Begin at \$5 and up to \$15.

BRING YOUR BOYS TO US. Let us fit them out in anything that boys wear. You'll get the right Clothes for them. Clothes made so well and of such good material that they'll give the best wear possible. And don't forget WE MAKE A SPECIALTY OF EVERYTHING that Men and Boys wear. PRICES CAN'T BE BEATEN.

**R. B. Jones**

**Painting Time!**

**Ramsey's Ready Mixed Paint.**

For Outside or Inside use.

Any person can apply this brand.

Also Varnishes, Brushes, Shellac, Hard Oil Finish, &c. Alabastine for Walls

**A. E. JONES,**  
KING STREET.

**IS THERE  
ANYTHING  
IN IT?**

Thousands of people who are riding old style bicycles ask themselves this question.

**The Cushion Frame**

is the greatest improvement since the introduction of the pneumatic tire. It makes wheeling a real pleasure.

**ABSORBS VIBRATION AND MAKES ALL ROADS SMOOTH.**

**ASK THE MAN WHO OWNS ONE.**

This feature is exclusive on our lines.

**Cleveland, Brantford,  
Up-to-date Equipment.**

**Silver Ribbon Massey,  
Perfect,  
Morrow Coaster Brakes,  
Sills Hygienic Handle Bars.**

**CANADA CYCLE & MOTOR CO. Ltd,**

"Makers of the World's Best Bicycles."

General Office and Works, - Toronto Junction, Canada.

**BANK OF NEW BRUNSWICK.**

Capital \$500,000, Reserve \$925,000.

East Florenceville, N. B., Branch.

Interest Allowed on Deposits at Current Rates.

**SAVINGS BANK DEPARTMENT.**

Deposits taken from \$1.00 upwards. Interest Paid Twice a Year.

\$100 Reward, \$100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials. Address F. J. CHENEY & CO., Toledo, O. Sold by all Druggists.

Mr. Osvelt on the Railway Question.

(Continued from Sixth Page.)

ought not to be revealed, I presume the information is in the hands of the department, but I do not care whether it is or not—I may tell you that this road has been surveyed from Grand Falls to Fredericton in the months of October, November and December, with the exception of about 24 miles north of Woodstock, and the statement which we made to the government in August was more than verified, because the only grade in all of that distance of 137 miles is a hill of 30 feet somewhere below Woodstock. Now you cannot find a road in America 137 miles long with as great a carrying capacity as this road will have down the St John river if built according to the latest surveys. It is true that 24 miles north of Woodstock have not been surveyed, but from my knowledge of the country I do not think there will be any greater difficulties in this 24 miles than in the other 100 miles. What do we find on the other route? When you leave Grand Falls the first hill you climb in going out the basin of the St John river, you have a hill a little over 300 feet in height. You then go down into the Salmon river. You have to climb out of the Salmon river over a hill 400 feet in height. Then you have to go down to the Tobique river and you have to climb out of the Tobique river over a hill, 750 to 800 feet in height. Then you strike the Miramichi where you encounter great engineering difficulties. The distance from the Miramichi to the Tobique is about 13 miles but the engineers have had to extend the route to a distance of 38 miles in order to reach the desired point. That would mean that you would have an elevation of 21.1 feet per mile, but according to the instructions given in this interim report it was to be a compensated 4-10 per cent grade which means that on every curve the grade must be reduced 4-10 of one per cent, which, going eastward, would make the road level on the curves with a maximum 4-10 grade all the rest of the way to the summit with a maximum 6 degree curvature and that means that the road will probably extend two or three miles further if you add these hills together—and I am not taking into account all the smaller ones because you are going right across country from one river to another and the whole distance is practically a succession of river basins and watersheds—you have about 1,500 feet of hill to climb or as great an engineering difficulty as that of getting from the St Lawrence into the basin of the St John. I ask this House, I ask the people of Canada to consider whether it is a reasonable proposition to climb a hill 1,500 feet high when it is not necessary to do it, when you can carry the road for 137 miles through a country which has no hills in it but which is a little down hill all the way. The grade will be somewhere about two feet or a little better to the mile or less than 1-10 of one per cent going west and it will be a little down hill going east. The ground which I have taken in all my discussions with the different officials, the ground which I have taken and the ground which I intend to take in the future is that it is not a question of whether this road is going to open up new country or not—I will discuss that a little later on—it is not a question altogether whether it is going to satisfy or accommodate a certain number of people, although that is a very important question, it is not a question of anything else except a question of engineering because this road is a link in a great transcontinental system, this road is to be a road by which the products of the west are going to be carried to the sea-board and I never heard in the first discussion in parliament or in the country that this road was regarded as anything else than a purely transportation proposition. Therefore, my position is and always has been that this road should be located according to the route over which the greatest amount of traffic can be carried for a given amount of money. I think that is an eminently fair proposition and if this route is honestly decided upon, no matter which way it goes, I will be content and I will find no fault with the location. But, I want it to be honestly located. I want the evidence upon which the location is to be based to be honest and while not casting any reflection upon what has taken place in the past, I propose, as far as in me lies,

to see that this evidence shall be pretty nearly honest and if this evidence is obtained in that way then I will have no fault to find with the decision. I just want to say to the government, not in the spirit of lecturing in any way and in no hostile spirit at all, that I do think that when this information is obtained it should be given to the public and that we should have a chance to discuss it as well as the commissioners, engineers and officials of the government. This may be, perhaps, asking a good deal but I think it is only a fair proposition when we come to consider the immense importance which it is to the people of the province of New Brunswick; not only to the people of the province of New Brunswick but to the people of Canada as a whole, because one of the hardest things we can possibly do in this world is to divert trade into an unnatural channel and if we have not facilities for carrying this trade equal to what they have on other roads I fear that we will make a dismal failure of the attempt in future. When you come to consider the distance from Quebec to Portland, which route is our great competitor, via the Grand Trunk you will remember that it is 317 miles and that in that 317 miles there is a hill 1,377 feet high to climb. I have no knowledge, though I presume we could find it out, as to how much you would have to lengthen the Grand Trunk road between Quebec and Portland to get grades equal to the grades going over the summit from the St Lawrence to the St John but I think I am fair in assuming you would have to lengthen it 50 miles to make it equal to the new road, so that the distance is not 317 miles in comparison with that of the Transcontinental Railway but it is probably nearer 400 miles. Now, what do we find on the other side? Just here I might as well take up a question, which is no doubt one of some delicacy, one which might lead to some discussion and perhaps to some opposition, but nevertheless I will discuss it this thing not from the standpoint of a New Brunswicker, nor from the standpoint of a Nova Scotian, but I will try to discuss it purely from the standpoint of a Canadian. I say the object of this road is to get to Moncton because that is the contract, that is the bond and it must not be departed from one inch. I was very much surprised this evening to hear from my hon friend from York N.B. (Mr Crockett), suggest that this parliament should go back upon its contract, go back upon the arrangement made with the people of Nova Scotia, go back upon everything that it had done in good faith and say that it will enter into a new scheme and make St John the terminus and objective point of this road. I perhaps have as much respect for the city of St John as my hon friend has, but I have no reason to ask the government to stultify itself in the eyes of the people of Canada and I think I voice the sentiment of the right thinking people in the country when I say, that, the government having made a contract with the people of Nova Scotia, ought to keep to it in every respect and carry it out to the letter. Therefore, I do say that this contract should be carried out. I also insist that it is not the prime object of this road to get to Halifax or St John, but I say that the prime object is to get Canadian products over Canadian territory and to Canadian seaports. I do not care which seaport it is; it must be a Canadian seaport and I think there is no question whatever, and our Nova Scotia friends might as well face it, that no matter how hard engineers may attempt, no matter how hard politicians may attempt to divert the traffic from St John the geographical conditions of the country are such that St John in the end must get a very large share of the heavy freight traffic of that road. On the other hand I hope to live to see the day, and I believe that as soon as this road is completed and perhaps before we will see it—when a fast line of steamships will be plying from Liverpool to Canada and I have no hesitation in saying that the only natural and proper terminus for this steamship line on the Atlantic ocean is the port of Halifax. Therefore, this road must be built to Moncton in order to accommodate the mails, it must

(Continued on Supplement.)

Coughs and Colds.

OBSTINATE COUGHS AND COLDS.—A cough as in exceedingly troublesome symptom of various diseases. It may arise from irritation of the air passages, Bronchial Tubes, the lungs, from aneurism or heart disease, and also from stomach disorders. The source of most coughs is most frequently in the lungs, and it is therefore wise to rid yourself of a cough as quickly as possible. After a few doses of PSYCHINE the ordinary cough disappears, but where the cough is obstinate and the throat sore with frequent coughing, Dr. Slocum's COLTSFOOTE EXPECTORANT, a soothing, healing cough syrup, should also be used, and disease germs easily eradicated, the extension of the seat of disease to the Bronchial Tubes and Lungs rendered impossible. PSYCHINE and COLTSFOOTE EXPECTORANT can be purchased from any druggist.

## Baby Carriages.

More Fresh Air and Sunshine and less Medicine, the Doctors say. Especially for the Baby.

Few farmers, lumbermen and out-door workers have weak lungs or a c sickly. It's the in-door workers or their children that are going to the sanitariums, etc. This idea is all right, but they begin at the wrong time—too late. Begin with the baby and give it a chance to build up a strong body. Get it out in the sunshine and fresh air, which will benefit its mother too. Small Folders are very cheap and convenient. The larger ones are very nice and can be fitted with Parasol. We also have a very fine line of Upholstered Go-Carts and Carriages, latest improvements, and prices right.

**Small Folders, Rubber Tires, \$3 00 \$3 50**

**Folding Carts, adjustable Back and Front with Brake, \$4.75 \$6.00 \$7.00 \$11.50.**

**Uph. Go-Carts and Carriages, latest styles, 7.00 10.00 12.00 12.75 13.50 16.75.**

**Parasols and Fixtures for small Carts, 2.25.**

**A. Henderson Furniture Co.**  
QUEEN STREET.

## Re Challenge per Bluff.

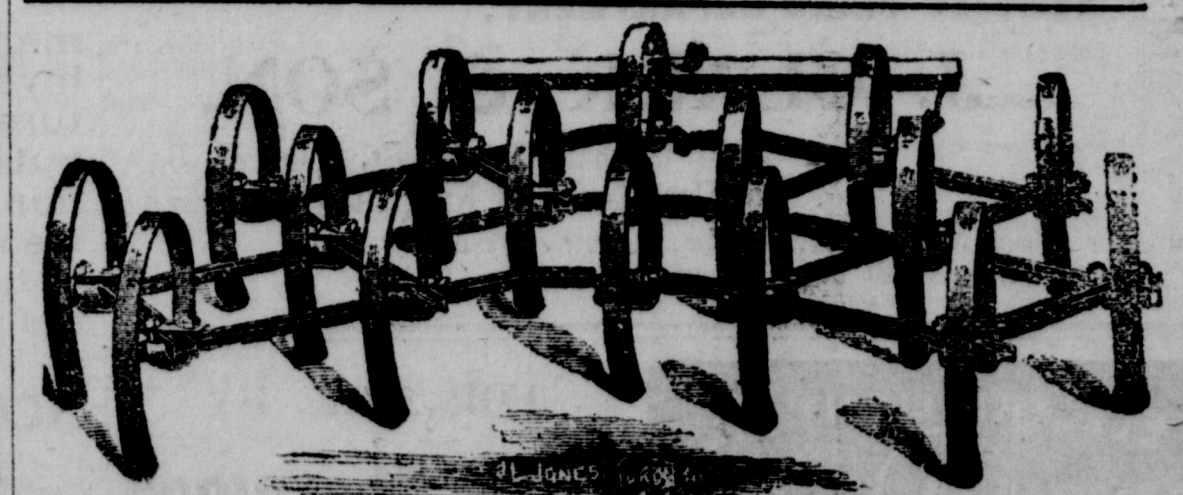
Our rival ignores the Petrie Mfg. Co. acceptance to their great Challenge. Was it because it was in small print and he could not see it, or were the conditions not to his liking. We admit it is very short, but to the point and no string. For the benefit of our rival and interested farmers we will have it brought out in large type:

Extract from letter written by Petrie Mfg Co to our agent in Woodstock.

"We would be very glad indeed to go into this with these people or any other Separator on the market to-day under the following conditions. First of all Clean Skimming, next Durability of Separator, next Ease of Turning, next Convenience of Operating, and last, the Test to show which Separator Collects all the Impurities of the Milk."

We know it will not suit our rival, as he well knows when a farmer turns the Magnet he will be sure to admit that it turns a half easier than the Sharples. He also knows when the expert machinist examines the strong square gear with no friction and no oil tanks or bottles to keep down friction, he will be sure to give The Magnet its just dues. After skimming, when the farmer sees the impurities that are taken out by the one piece skimmer, it will take a pretty good man to convince him that there was no object in having a skimmer in the bowl of a separator; and when any judge sees the benefit of the top and bottom bearing he will be sure to give The Magnet first place for strength and durability. All our rival wants is to monkey with the skimming and skim milk, and if he would get the chance he would fix that all right. It seems to me from what the birds are whispering as I travel through this county that most of our farmers have had all they want of this Babcock test, as our rivals call it at the skimming station and butter factory. Perhaps this is why these institutions are on their last legs, and in passing them by they remind me of the numerous cheese factories fast going to decay in this county, and cheese is 15 cts a lb in the town of Woodstock. I was looking for a skimming station in front of Harrison Rogers, but it seems it has taken wings and flown away. No matter there are lots left to tell the sad tale. Do our farmers want any more of this skimming or skimming—whatever you may call it. I for one think not, and there are lots of farmers think the same. These farmers are buying The Magnet and doing their own skimming. Our rival would have them believe they have made a mistake, but in the face of the facts our customers are all perfectly satisfied, and are recommending The Magnet to their friends. We have no pills or bluff for the farmers of this county, nothing but honest advertising, backed up by the best Cream Separator for sale on the market. The pills were, for our rival and I am sorry they took an overdose. I forgot when I prescribed them in our reply to the great challenge to tell our rival that one was a dose, two a surfeit, and three warranted to jerk him all to pieces. It seems they flew to his head by the great effort he put forth in the skimming of last weeks experience. We are surprised to hear our rival admit this after the vast amount of money that has been paid by the Canadian Government for dairy superintendents. Perhaps it was not the experience so much as the dollar that our friend was seeking. We are very thankful to our friend for his liberal offer of \$100.00 for four machines. If that is not the class of goods we are handling. We will have to decline his offer when he meets a farmer who wants a first class Cream Separator. We will put one in for \$60.00 spot cash or \$65.00 on time. This is the price that prominent farmers are paying every day. A question: Why do our best farmers pay this price when they can buy the wonderful Yankee machine for \$10.00 less money. The answer is quite plain, they know that cheap goods is poor economy at any price. Our rival admits that he will do most anything in order to win. We don't doubt it, but business is business, and if The Magnet, giving such splendid satisfaction, is hurting the sale of his machine, we can't help it. This is a free country and every man has a right to do honest business. That is what we are doing every day, and our many satisfied customers prove out this fact—honest dealing will win every time. We don't want to get personal about this matter, but we will remind our friend that we have lots of pills left out of the same box, and if he persists in this foolish advertising he will have to take them, even they don't go down with a good relish. For solid comfort and perfect satisfaction, buy The Magnet, that runs so easy that a child can operate it. For terms and prices inquire of

**JOHN McDUGALL, Woodstock, N. B., or  
The Petrie Manufacturing Co., St. John.**



WE HAVE A FULL LINE OF

**HARROWS.**

**Spring Tooth Steel Frame Harrows,  
12, 16, 18, 20, 22, 24 Teeth.**

**Spring Tooth Wood Frame Harrows,  
16, 18 teeth, for new land.**

**Lever Spring Tooth Harrows.**

**Lever Spike Tooth Harrows.**

**CONNELL BROS., Ltd.**