

Test Gin Pills at Our Expense

A CURE—OR MONEY BACK

We don't ask you to buy GIN PILLS—but to try them. We simply want you to see for yourself what GIN PILLS will do for you. A cent for a post card is the only expense. Simply write us, mentioning this paper, and saying you want a free sample of GIN PILLS. If you are satisfied that GIN PILLS are doing you good, get a box at your dealer's, on our guarantee that they will continue to help you. Take GIN PILLS regularly and faithfully, and they will cure you of Backache, Rheumatism, Sciatica, and every trace of Kidney and Bladder Trouble. If you are not perfectly satisfied—you have only to return the empty box and your dealer will promptly refund the money.

We know that we have, in GIN PILLS, the greatest cure in the world for Kidney and Bladder Troubles, and Rheumatism. No other medicine in the world is so widely known and so highly praised.

Starrat, Ont., Feb. 26, 1906.
Inclosed please find \$1.00 for two boxes of your "Gin Pills" as I am nearly out. The drug store at Burks Falls where I got my supply, was burned down a couple of weeks ago, and I do not know where to get them except by writing to you. Hoping you will please send them by return mail as I am nearly out and can't do without them.

Yours truly,
JOHN BLACKMORE, Postmaster.
Don't put it off. Write us to-day and let us send you the free sample of GIN PILLS to try. The Bole Drug Co., Winnipeg. 50c box—6 for \$5.00. 85

Constipation

Baked sweet apples, with some people, bring prompt relief for Constipation. With others, course all-wheat bread will have the same effect. Nature undoubtedly has a vegetable remedy to relieve every ailment known to man. If physicians can but find Nature's way to health, and this is strikingly true with regard to Constipation.

The bark of a certain tree in California—Cascara Sagrada—offers a most excellent aid to this end. But, combined with Egyptian Senna, Slippery Elm Bark, Solid Extract of Prunes, etc., this same Cascara bark is given its greatest possible power to correct constipation. A delicious Candy Tablet, called Lax-ets, is now made at the Dr. Sheep Laboratories, from this ingenious and most effective prescription. Its effect on Constipation, Biliousness, Sour Stomach, Bad Breath, Sallow Complexion, etc., is indeed prompt and satisfying.

No griping, no unpleasant after effects are experienced, and Lax-ets are put up in beautiful lithographed metal boxes at 2 cents and 25 cents per box.

For something new, nice, economical and effective, try a box of

Lax-ets

GARDEN, EROS.



Beware of imitations and substitutes.

Congratulations to Patrick Gorey Esq. of Johnville, upon his recent appointment as one of His Majesty's Justices of the Peace.

Minister Speaks to Mothers

Tells His Wife's Experience for the Sake of Other Sufferers.

The following letter has been sent to Dr. T. A. Slocum, Ltd., for publication.

Dr. T. A. Slocum, Limited—Dear Sirs: Within the last two years my wife (who is of a delicate constitution) has had two severe attacks of la grippe, both of which have been speedily corrected by the use of Psychine. We have such faith in the efficiency of your remedies that as a family we use no other. For toning up a debilitated system, however run down, restoring to healthy action the heart and lungs, and as a specific for all wasting diseases, your Psychine and Oxonium are simply peerless. Yours sincerely, Rev. J. J. Rice, 31 Walker Avenue, Toronto.

PSYCHINE, Pronounced Si-keen, is a scientific preparation, having wonderful tonic properties acting directly upon the Stomach, Blood and weak organs of the body, quickly restoring them to strong and healthy action. It is especially adapted for people who are run down from any cause, especially Coughs, Colds, Catarrh, LaGrippe, Pneumonia, Consumption and all stomach or organic troubles. It has no substitute.

PSYCHINE

(PRONOUNCED SI-KEEN)

is for sale at all dealers, at 50c and \$1.00 per bottle, or write direct to Dr. T. A. Slocum, Limited, 179 King St. W., Toronto.

There is no other remedy "Just as Good" as PSYCHINE.

Dr. Root's Kidney Pills are a sure and permanent cure for Rheumatism, Bright's Disease, Pain in the Back and all forms of Kidney Trouble. 25c per box, at all dealers.

Pugsley's Great Project.

Government Will Help McKenzie & Mann Build their Transcontinental Down the St. John Valley.

In the course of his magnificent budget address, Premier Pugsley clearly indicated the desire of his government to offer every honorable assistance to McKenzie & Mann, who are anxious to build a road down the Valley to St. John. Grand Falls, Centreville, Woodstock and other towns in this section will shortly be served by this great third transcontinental, which some well-informed parties say, will be bringing the products of the West to St. John quite as soon as the G.T.P. We give below the gist of the Premier's remarks:

I have said that I was disappointed at the river route not being chosen, but as one of the public men of this country I have kept myself in touch with the firm which must be considered among the greatest and most successful railway builders in the world. I refer to McKenzie and Mann, who ten years ago acquired one hundred miles of railway and have gone on since extending and building other railways until they now own over 3,000 miles of railway in Canada and they have never yet opened a mile of railway that has not paid. This firm have a railway from Port Arthur and Lake Superior to Winnipeg, from Winnipeg to Prince Albert and to Edmonton, and they are extending their lines rapidly to the Pacific. They own a railway from Yarmouth to Halifax and also a line to Victoria Beach on the Bay of Fundy. Their system is to be extended from the Atlantic to the Pacific, and they must pass through New Brunswick.

I asked the firm if the central route was chosen by the G.T.P. if they would not consider the construction of a line running down the St. John river valley to St. John, where they could connect by steamer with their lines at Victoria Beach. A few days ago, when the central route was chosen, I communicated with them again, and am happy to say that I have now a communication from them to the effect that if reasonable terms can be arranged they will send their engineer to make a report on the line, and if it is favorable will undertake the early construction of the road. The government has not yet decided this matter. They desire to move slowly but we are considering the subject very carefully and we will be very sure before we submit the proposed terms to the house. With regard to the necessities for this railway there can be no two opinions.

There are 70,000 people residing in the St. John River valley in a distance of 143 miles, and most of these people have no railway communication. Take that portion of the St. John River valley between the towns of Woodstock and Fredericton. It is well settled throughout its entire length and by some of the most progressive and intelligent people of the province. Along the whole length of the river between Fredericton and Woodstock there exists but one stretch of wood of perhaps five miles in extent. Some of the finest farming land of New Brunswick is to be found among this part of the Valley, which is without railway facilities of any kind. The farmers are up to date in their methods and equipped with improved machinery for the greater part, but have no ready access to the markets. The land is adapted to the raising of the finest potatoes, but the long haul to any shipping point has prevented the farmers from raising them in any great quantity.

There are water powers at Meductic on the Eell river, at Shogomoc and Pokiok on the west side and others on the east side of the St. John river which are undeveloped because of the complete isolation of this section of the province. A large part of the farming land is equal to the very best in the province. Important villages are to be found at such points as Meductic, Pokiok, Hawkshaw and Southampton which are capable of expansion into important centres under different circumstances. As it is now the farms are well cultivated and the people are enjoying a fair measure of prosperity. There is no wilderness in this valley country. There is still considerable timber land unexploited back from the river and some very good granite in Southampton.

The only thing which prevents the valley region between Fredericton and Woodstock from being among the very finest parts of the province is the lack of communication with the outside world. There is also in this region abundance of good pasture, and sheep raising is capable of being developed into a profitable industry. There are rich stretches of intervals at Lower Woodstock, Meductic and Southampton and a fine level section of farm land below Hawkshaw called The Barony. Dairying is now carried on to a con-

siderable extent as a home industry. Creameries or skimming stations are not common on account of the fact that hand separators are to be found in nearly every home. Cheese factories exist at Prince William and Southampton, the output of which is excellent in quality and considerable in quantity. The nearest markets are in Fredericton or Woodstock, which are reached either by a long haul with team or by the slow and unsatisfactory method of tow boating. Farming is thus carried on under the heaviest possible disadvantages and with the least possibility of fair profit.

There is no fairer piece of territory in the world than that on the St. John river which lies between the south of the Nerepis and Fredericton. Between Westfield and Oak Point there is a piece of country which nature seems to have intended to be the seat of the villas and private residences of wealthy people in St. John, because it possesses the attractions of a seaside resort and all the beauties of an inland river. The time will come when with a railway opening it up many persons residing in the city will make it their homes for the greater part of the year. Above Oak Point we come to a country even more attractive and admirably suited for agriculture, with beautiful intervals which stretch for miles along the river and form themselves into islands which are a source of wealth to those who possess them.

On the west side of the river opposite Spoon Island there is one of the finest granite quarries in the world, which has been worked for many years, and which would become still more valuable if connected with a railway. The land from Hampstead to Gagetown and from Gagetown to Oromocto is one of the finest farming districts that can be found anywhere, but it has suffered in consequence of the lack of railway facilities. Anyone who has sailed up the St. John river above Hampstead must have noticed the beautiful farms and the splendid opportunities for farmers that the country affords. This favored land would have three times its present population if opened up by railway.

It was at Gagetown, Sheffield and Mauderville that the first English settlers on the River came in 1763, and here their descendants are to be found in large numbers, but the population does not increase because in the winter they are shut up from the rest of the world. We can easily imagine what this land would become with the stimulus of good railway connection. The same is true of the territory between Oromocto and Fredericton. It is fair and fertile, nor are there any engineering difficulties in the way of the building of a railway.

It seems to me the time has come when, irrespective of party politics, we should try if we cannot give the people of the St. John valley that railway communication to which they are entitled. We ought to have the courage to grapple with this question. I am now only expressing my own views to this house. We ought to be frank with regard to this question. This railway will never be built with the ordinary subsidy. To make it of any value it must be a first class road and a part of the transcontinental system. As a local road it probably would not pay, but if made a part of Mackenzie & Mann's through line it would make St. John the terminus of a great transcontinental traffic. If we assist this road it must be by a guarantee of bonds. I would not favor giving \$1 a mile of a subsidy. I am opposed to more subsidies for building railways. Our policy should be first to make sure that the railway will pay, then to loan the company our credit by guaranteeing their bonds.

Mr. Hazen—"Where will this trans continental railway connect?"

Hon. Mr. Pugsley—I have not full information on that point, but I understand that it will be at Woodstock or near it. The distance from Quebec to Woodstock is only 328 miles. I submit that the principle we have adopted with regard to railways is a correct one for if the road pays, the province does not lose a dollar. If we had pursued the same course since Confederation, how different our position would have been. I hold in my hand a list of subsidies granted to railways by this province which now form a part of the C.P.R. which I will read. Subsidies granted in aid of railways:

St. Stephen Railway, \$5,764.57.
Woodstock Railway, \$74,000.
Western Extension Railway, \$1,180,000.
Fredericton Branch Railway, \$227,500.
Houlton Branch Railway, \$17,500.

St. John Bridge & Railway Extension Co., \$5,500.
St. Stephen and Milltown, \$14,000.
Tobique Valley, \$70,000.
Total, \$1,616,064.57.

Add to this 1,600,000 acres given to N.B. railway from Gibson to Edmundston at \$3 an acre, \$4,800,000. Total, \$1,446,064.57.

N.B. and Canada railway stock taken by government, \$240,000. Total, \$8,686,064.57, besides lands given to N.B. and Canada Railway Co.

If instead of giving these moneys and lands the province had guaranteed the bonds they would have lost nothing but the interest for a short time because the C.P.R. today is paying rental of \$372,829.74 on a total mileage of 406 miles, equal to 4 per cent on \$20,000 a mile. These figures will show how much we have lost by giving subsidies instead of guaranteeing their bonds. If we had pursued a correct policy this province would now have more than double its net debt to its credit. I feel that these are matters of very great importance and that in discussing them we can well afford to rise above mere party politics.

It will make but little difference to me how this matter turns out, for I have had nearly all the glory that is to be got out of public life. But before I leave the political stage I would like to see everything done that can be done to develop this country, and among my highest aspirations is to see a railway built down the valley of the St. John river. I believe that we have here as good a country as any part of Canada. We have young men who only await the opportunity to distinguish themselves. We are blessed with abundant resources, but we must move ahead, create new centres of industry and new cities and towns. We in New Brunswick are a working people, who want nothing more than an honest reward for honest labor. I look forward to our future with the greatest hope. Let us move forward then with confidence and courage. I have faith in this country and in its people, and I am prepared to make up my mind and look forward with hope, confidence and courage so that we may make whatever we undertake a success.

Teething Babies.

are saved suffering—and mothers given rest—when one uses

Nurses' and Mothers' Treasure

Quickly relieves—regulates the bowels—prevents convulsions. Used 50 years. Absolutely safe.

At drug-stores, 25c. 6 bottles, \$1.25. National Drug & Chemical Co., Limited, Sole Proprietors, Montreal.

Wood's Phos. Line,
The Great English Remedy,
Tones and invigorates the whole nervous system, cures new and old Venereal Diseases, Nervous Debility, Acidity, and Brains Weakness, Dropsy, Spasmodic, and Effects of Abuse of Stimulants. Price \$1 per box, six for \$5. One old house, six will cure. Sold by all druggists or mailed in plain package on receipt of price. New pamphlet mailed free. The Wood Medical Co., Ont. (formerly Windsor)

STOP, WOMEN!

AND CONSIDER THE ALL-IMPORTANT FACT

That in addressing Mrs. Pinkham you are confiding your private ills to a woman—a woman whose experience with women's diseases covers twenty-five years. The present Mrs. Pinkham is the daughter-in-law of Lydia E. Pinkham, and for many years under her direction, and since her decease, her advice has been freely given to sick women.

Many women suffer in silence and drift along from bad to worse, knowing full well that they ought to have immediate assistance, but a natural modesty impels them to shrink from exposing themselves to the questions and probably examinations of even their family physician. It is unnecessary. Without money or price you can consult a woman whose knowledge from actual experience is great.

Mrs. Pinkham's Standing Invitation:

Women suffering from any form of female weakness are invited to promptly communicate with Mrs. Pinkham at Lynn, Mass. All letters are received, opened, read and answered by women only. A woman can freely talk of her private ills to a woman; thus has been established the eternal confidence between Mrs. Pinkham and the women of America which has never been broken. Out of the vast volume of experience which she has to draw from, it is more than possible that she has gained the very knowledge that will help your case. She asks nothing in return except your good-will, and her advice has relieved thousands. Surely any woman, rich or poor, is very foolish if she does not take advantage of this generous offer of assistance.—Lydia E. Pinkham Medicine Co., Lynn, Mass.

Following we publish two letters from a woman who accepted this invitation. Note the result.

First letter.

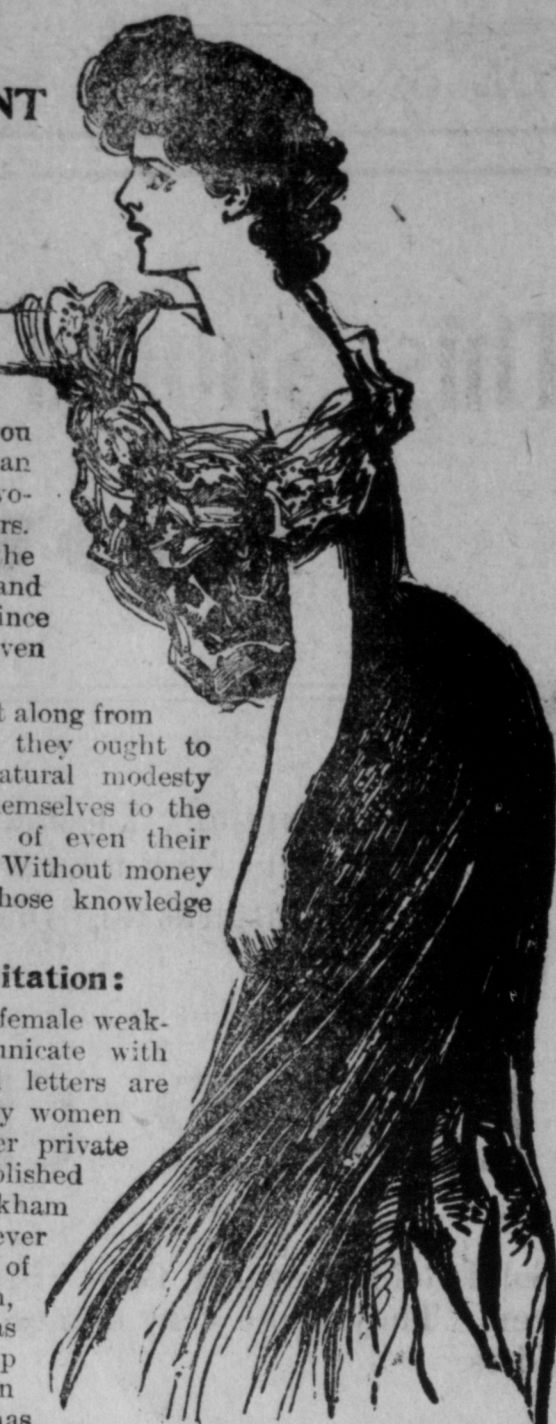
Dear Mrs. Pinkham:—

"For eight years I have suffered something terrible every month. The pains are excruciating and I can hardly stand them. My doctor says I have a severe female trouble, and I must go through an operation if I want to get well. I do not want to submit to it if I can possibly help it. Please tell me what to do. I hope you can relieve me."—Mrs. Mary Dimmick, 68th and E. Capitol Sts., Washington, D.C.

Second letter.

Dear Mrs. Pinkham:—

"After following carefully your advice, and taking Lydia E. Pinkham's Vegetable Compound, I am very anxious to send you



my testimonial, that others may know their value and what you have done for me.

"As you know, I wrote you that my doctor said I must have an operation or I could not live. I then wrote you, telling you my ailments. I followed your advice and am entirely well. I can walk miles without an ache or a pain, and I owe my life to you and to Lydia E. Pinkham's Vegetable Compound. I wish every suffering woman would read this testimonial and realise the value of writing to you and your remedy."—Mrs. Mary Dimmick, 68th and E. Capitol Sts., Washington, D.C.

When a medicine has been successful in restoring to health so many women whose testimony is so unquestionable, you cannot well say, without trying it, "I do not believe it will help me." If you are ill, don't hesitate to get a bottle of Lydia E. Pinkham's Vegetable Compound at once, and write Mrs. Pinkham, Lynn, Mass., for special advice—it is free and always helpful.

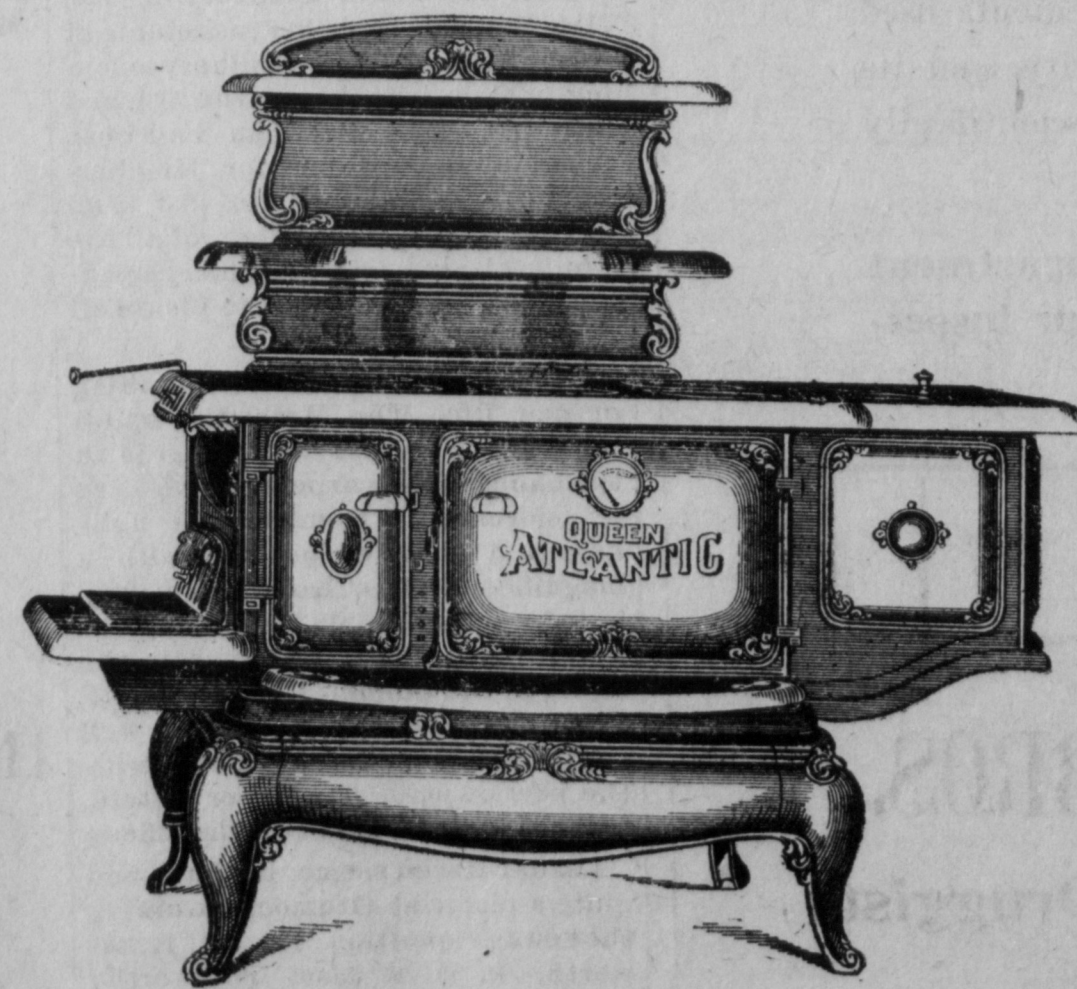
Rothsay College For Boys.

Established as Day School 1877. Re-Opened as Boarding School 1891.

Calendar published annually gives information in regard to Aims and General Management, also Fees payable, Conditions of Entrance, etc. etc.

I. E. MOORE, Principal.

JUST OUT! OUR NEW RANGE, "The Queen Atlantic"



Fine Cooking, to the Queen's taste, is assured with this most artistic addition to our line.— Burns either Wood or Coal. It is a plain Range, Built to Bake, Easily kept Clean, Elegant in Design, Faithfully Constructed. It has extra large Fire Box, Large Oven, with all Nickel Parts Removable, and all conveniences that can be thought of.

Call and see this Magnificent RANGE.

Remember, for all kinds of general Repair Work, Mill Supplies, Etc., we are headquarters.

SMALL & FISHER, Ltd.