

Sleeping Cars de Luxe.

The Canadian Pacific Railway has just put in commission the first of a batch of new sleeping cars, with which to reinforce its already large stock. The continual increase in transcontinental travel, the growing popularity of the Canadian Rockies and the filling-up of the Northwest has compelled the company to establish a double, daily service from ocean to ocean, which will be instituted next Monday by the departure from the Windsor Station, Montreal, of the Imperial Limited, running for the first time as an evening train and as a daily. To meet this expanded service a large number of additional cars were imperatively necessary, so fifteen were built, of which the first are already on the road.

The Wakefield and the Waskaba were at Windsor Station yesterday, and showed, at a glance, how carefully the company has provided the luxuries as well as the conveniences of travel. Everything an up-to-date car should be, these are. They run smoothly on two six-wheeled trucks, and have the easiest possible motion. The jarring inseparable from fast running over the smoothest roadbed, is thereby reduced to a minimum, and perfect rest at night is insured. The vestibules are of the "extended platform" order; that is to say the vestibules, boxed in with glass, have been considerably enlarged, so that a number of passengers may stand outside and view the scenery in safety and comfort.

The interior fittings could not be surpassed for appropriateness of design and beauty of execution. The effects in the smoking and drawing rooms are particularly happy, and the general air of brightness and comfort is most inviting. The walls have a mahogany finish, with panels polished almost to the brightness of a mirror, while around the doors, windows, etc., is an inlaid pattern of tasteful design. The carpets of thick Wilton, like all the other upholstery, are of a green shade, very restful to the eye.

Upholstery, for its own sake, has, however, been omitted from the car.

Experience has shown the numerous draperies with which the drawing room and sleeping cars used to be loaded up, were soon full of dust and dirt. They are, therefore, now used as little as possible, and the beautifully polished panelling really gains by having nothing to hide its grained surface. The seats are covered with heavy, green plush, and are most inviting from the comfort of their design and the softness of their cushioning.

They are, of course, converted into sleeping berths at night, there being twelve sections in all. The Canadian Pacific Railway has been the pioneer in improving sleeping accommodation, and still retains an advantage over many other lines. The berths are somewhat longer, and broader, and a good deal higher, and there is no place where an additional inch has so much value as on a sleeping car. It gives greater cubic space for air and enables the tallest man to sit up comfortably while dressing in either the upper or lower berth. There is, too, an opening under the lower berth that means a great deal. It provides an exit for the surplus heat from the steam pipes that warm the car.

Another point may be mentioned in this connection. The importance of the thorough airing of bedding is well known to every housewife, and is fully appreciated by the company. Whenever the sleeping-car is not in use, and is standing in the yard, it is aired thoroughly. The upper berths are let down, the rugs and other bedding laid out and exposed to the beneficent action of the sun and air. The head rests are also tilted forward, so that the air is permitted to circulate freely behind and through the seats that form the berths at night.

The cars are lighted by acetylene gas, the passengers being protected from the glare of which, and provided with a subdued, even light by the use of globes of frosted glass. The deck lights are fitted with cathedral glass, which gives an additional finish to the appearance of the car. The splendid order in which every corner and appointment is kept, makes these new sleeping cars most attractive and the perfection of modern railway equipment.

TYPHOID VICTIM RECOVERED HEALTH

BY REBUILDING HIS WASTED
FRAME WITH FERROZONE.

If It Is Health, Renewed Vigor, Well
Balanced Nerves You Want, Try The
Food Tonic Ferrozone.

No stronger evidence than the case of Jno. M. Ainslee is needed to prove that Ferrozone is unsurpassed as a tonic and rebuild. Writing from his home in Bartonville, Mr. Ainslee says: "I had typhoid fever two years ago, and for a long time couldn't get strong. I carefully followed my doctor's orders and for months took his medicine regularly but no matter what I did I couldn't get up enough strength to take up active employment again. Like most weak people I was also nervous and finally had to give up the doctor. read of Ferrozone and decided to try it. I took the first box with fair results. I felt stronger. The second box astonished me and my strength returned very rapidly. I kept on using Ferrozone and my friends then noticed how quickly I was improving. This encouraged me to take

more Ferrozone and my strength all returned in two months. When I started Ferrozone I gave up all other medicines and can say that it alone restored me. For weak, nervous people, Ferrozone will do more good than anything else."

Ferrozone is both a food and a medicine. It builds up the wasted tissue and strengthens the weakened nerves by giving the system a plentiful supply of pure nourishing blood. It puts new vigor into every organ of the body, dispels nerve sickness and lassitude. The person that uses Ferrozone will have a good appetite, healthy complexion, good digestion and a reserve of strength that protects you against pneumonia and weakening fevers.

Petersville.

[Special Correspondence to the Herald.
June, 22—We are now and for some time past have been enjoying fine growing weather, and crops are looking well although rain is much needed.

Our young men are coming back from stream driving and are looking well and hearty.

Bears are making their appearance in some places, Mr. J. McIlwain and Mr. P. Donovan caught two very large ones.

THE CANADIAN SEA.

Mr. W. F. Maclean on Hudson's Bay—Believes It to Be the Front Door of Canada, and It Must Be Secure.

Before the Canadian Club recently Mr. W. F. Maclean, M.P., renewed his agitation for the changing of the name of Hudson's Bay to the Canadian Sea. In the course of his remarks he said:

Probably the greatest basin in the world was that of the Mississippi River for the extent and variety of its products—cotton, corn, wheat, animals of all kinds, coal, iron and all other minerals. Then there was the basin of the St. Lawrence, dominated for its greater part at least by Canada. But there was another, he believed, greater than either of these. Hudson's Bay, which drained Quebec, a large part of Ontario and Quebec, Manitoba, the Territory of Keewatin, Saskatchewan, Athabasca and Alberta, all regions of great wheat fields and all absolutely under Canadian control. There was every reason why they should keep it and keep the entrance to it. Hudson's Bay was the front door and the central door of Canada, and they would put a knocker on it so that those who came would have to wipe their feet on a Canadian door mat if they wanted to receive a warm welcome.

Hudson's Bay fisheries were, he had been informed, the richest in

the world. "The surrounding country was one fitted for adventure and for exploration that would provide enough to occupy Canadians for a hundred years. It was rich in minerals, and was, as he had said, the central gateway to Canada. Not only would it open up the vast districts he had mentioned, but it would, he believed, tap the upper portion of the vast Mississippi Basin. It was necessary to send expeditions to open up that territory. The shore of Hudson's Bay was only 400 miles from Toronto and only 200 miles from some of the stations on the C.P.R.

Perhaps it would not be necessary in the first place to build a railway line the whole way, as the Ottawa River might be used for a time for transportation purposes. Only a short portage was needed to carry them into the basin of the Mackenzie River, and from there to the Peace River. Then, Hudson's Bay provided the nearest route to Europe. If Canadians wished to profit by their country they must open up this waste region—they must be up and doing. The United States had a Monroe Doctrine, and here we must have a Canadian Monroe doctrine, and live up to it.

Hudson's Bay would, he declared, become the finest summer resort in America. Toronto people who now went to the States would have their summer cottage there.

Hudson's Bay had been stated to offer the best seal breeding ground in the world, and the Government should take up that question. It offered the shortest route to Europe, and it opened up great possibilities for the eastern trade. Canadians should take an example from the Japanese and what they had done during the last quarter of a century. The time would come when they would have to face this question of Canadian supremacy, for if Uncle Sam once got his foot in he would soon have his whole body. There must be a defensive and commercial union with the Motherland and this did not mean an abandonment of a protectionist policy. It was possible for each part of the Empire to develop its own resources and to so connect itself commercially with the Empire as to stand one with the other and build up the whole. The mother country must respect Canada's view and not interfere with her aspirations. Canada must control Hudson's Bay absolutely—it was the front and central door, and a knocker must be put on it. Canada must be made so strong that it will remain a nation while the nations last, and they must all take their share in maintaining the Canadian Monroe Doctrine and developing Hudson's Bay.

SPECIALS FOR SATURDAY!

To-morrow, SATURDAY (only), we will place on sale the following seasonable goods at reduced price. Anything here you need.

Balbriggan Underwear, Linen Collars, Dress Shirts.

20 doz. Balbriggan Underwear for men, all sizes, regular 75c., Saturday 45c. per suit. 300 Boys' Balbriggan Shirts, in all sizes, a maker's set of samples, to clear at 19c. each, 3 for 50c. 200 dozen Linen Collars, 2 styles, sizes 14 to 17½, on sale Saturday 5c., or 50c. dozen. A lot of Men's Colored Dress Shirts, sizes 16, 16½, 17 and 17½, to clear at 39c., worth 75c. to \$1.00, (above sizes only).

Men's and Boys' Suits.

16 only Men's Twilled Worsted Suits, double breasted, navy blue, sizes 36, 38, 40 and 42, regular \$9.00, the sizes are broken. We want to clear them out at \$5.00 full suit.

Boys' Russian Blouse Suits. About 40 Little Gent's Blouse Suits, ages 2 to 6, American make, in royal blue and red colors, sold in large cities at \$3.00 to \$4.00, our price Saturday only \$1.75 suit.

Boys' Duck Blouses.

Just in, a nice lot of Boys' Duck Blouses, English make, in white, navy and karki colors, for ages 3 to 9 years, on sale at 50c., 70c., 85c. and \$1.00. Nowhere else can you find this kind of Summer Blouses for Boys.

Ladies' Straw Hats. Girls' Summer Dresses.

A lot of Ladies' Sailor Hats, all samples to clear at 15c.

The largest stock of Girl's Dresses is to be found here, 18 styles to choose from, sizes 2 to 14 years, on sale at \$1.00, \$1.25, \$1.45, \$1.80 and \$2.25, less 10 per cent. rebate (Please ask for the 10 per cent).

COTTON HOSE. SHOES FOR SUMMER WEAR.

100 dozen Fast Black Cotton Hose, all sizes, special for Saturday, 2 pairs for 25c. Lot Cotton Hose 14c., 3 pairs for 25c.

38 pairs Women's White Canvas Shoes, sizes 2½ to 7, to clear at 50c. pair. Men's Canvas Bats, a few pairs left to clear at \$1.00 pair. Boys' Sneakers, Canvas Shoes, Rubber Soles, sizes 11 to 5, all at 1 price 50c. pair, and many other useful goods at reduced prices. Do your shopping at

M. Fickler & Co.'s

Big Stores This Saturday.

COAL

ALL KINDS.

Hard and Soft Coal

NOW IN STOCK. PRICES LOW

P. FARRELI

Telephone 52

June 24, 1904



SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Dalhousie Wharf" will be received at this office on Friday, July 8, 1904, inclusively, for the construction of a deep water wharf at Dalhousie, West Gouche County, N.B., according to a plan and specification to be sent at the office of E. T. P. Shewen, Esq., Resident Engineer, St. John, N. B., Geoffrey Mead, Esq., Resident Engineer, Chatham, N. B., on application to the Postmaster of Dalhousie, N. B., and at the Department of Public Works, Ottawa.

Tenders will not be considered unless made on the printed form supplied, and signed with the actual signatures of tenderers.

An accepted cheque on a chartered bank, payable to the order of the Honourable the Minister of Public Works, for four thousand five hundred dollars (\$4,500.00), must accompany each tender. The cheque will be forfeited if the party tendering declines the contract or fails to complete the work contracted for, and will be returned in case of non-acceptance of tender.

The Department does not bind itself to accept the lowest nor any tender.

By order,
FRED. GELINAS,
Secretary.

Department of Public Works,
Ottawa, June 9, 1904.

Newspapers interesting this advertisement without authority from the Department, will not be paid for it.

Wedding Invitations.

And stock printed in the latest style "1
Herald Office

Hay,

Oats,

Feed,

Seeds,

Fertilizers

COAL.

WHAT YOU CAN'T SEE
ASK FOR.

Fred. H. Everett,

Successor to J. S. Scott, Campbell
Street, Tel. 116. P. O. Box 83

Wall Paper

Those desiring to buy Wall Paper would do well to take a look at the one thousand or more samples which I am showing of all the latest and most up-to-date Wall Papers. Borders sold by roll, same price as side wall. Room Moulding to match.

Write me a card to Marysville and I will call on you with samples.

W. H. GRAY,

Painter and Paper Hanger
Marysville.

Union Mutual Life Insurance Co.

Ten years' progress.			
Year	Income.	Assets at End of Year.	Surplus at End of Year.
Dec. 31, 1893,	\$1,261,930.51	\$ 6,453,309.56	\$35,914,417.00
Dec. 31, 1903,	2,386,617.13	10,204,727.03	57,385,198.00
Increase	\$1,124,686.62	\$3,751,417.47	\$21,470,781.00

Liberal contracts to Agents. A. J. MACGILLUM, Manager, St. John, N. B.

CANADIAN PACIFIC RY.

HOMESEEKERS

EXCURSIONS

TO

The Canadian Northwest.

Second-Class Low Rate Round Trip Tickets will be issued from

FREDERICTON, N. B.
June 15th and 29th and July 20th,

Good for Return Two Months from date of issue.

For full particulars apply to Ticket Agent
Or write to C. B. FOSTER,
D.P.A., C.P.R., ST. JOHN, N. B.