

ALLEN'S LUNG BALSAM

will positively cure deep-seated
**COUGHS,
COLDS,
CROUP.**

A 25c. Bottle for a Simple Cold.
A 50c. Bottle for a Heavy Cold.
A \$1.00 Bottle for a Deep-seated Cough.
Sold by all Druggists.

BLAIR'S OPINION.

Ex-Minister Two Short
Years Ago

WAS PERSUADED THAT CANADA

Needed Other Transcontinental
Railways.

At the parliamentary session of 1902 the Government's attention was sharply called, by western members, to the need of increased facilities for transportation. The motion for correspondence on the subject was made by Dr. Douglas Liberal member for Est. Assiniboia. Although the matter was pressed upon the Government mostly by Liberal members from the west, there was agreement by the Conservative members as well. Mr. Boyd, Conservative member for Macdonald called upon the Government to propound a policy that would go so far as to build another railway in the west, while Mr. Roche, Conservative member for the Marquette, said: "Population is flowing into that country, and every year we are bound to require additional facilities, because our crops will be increased each year. Today we find this condition of affairs: not only are the terminal elevators at the head of navigation full, but so is every elevator in Manitoba and the Northwest. Every elevator, floating warehouse every place where grain can be stored is full and not only that, but we find at each little station, not only along the main line, but also the branch lines, are piles of grain in bags, standing out exposed to the weather for months past."

At the close of that session, Mr. A. G. Blair, then minister of railways, made a tour through Manitoba, the Territories, and British Columbia, so that he might advise the Cabinet on the matter thus brought to the attention of Parliament. After his return he said:

"There is ample room for at least four more railways right through to the Pacific. The thing that impressed me most of all on my trip through the northwest was the need for more railways. Not only should the west have at least four more railways, but I am further convinced that it must have them, or the cause of immigration, which has been active, will receive a severe setback. The outlying sections are filling up very rapidly, and unless transportation facilities

are afforded the settlers they will quickly become discontented and advise others not to come into the country."

When the Hon. Mr. Blair was in the west, he was so conscious of the desire for further railway facilities, that he voiced in various ways the opinions of the people he met, and, being a Minister of the Crown, he met the representative and important people of Manitoba, the Territories and British Columbia. Mr. Blair's apparent subsequent hostility to the project was so much in conflict with his well-known, expressed, and individual opinion, that Mr. John Carlton, member for North Norfolk, was constrained to express himself on the floor of Parliament as follows:

"The honorable gentleman (Mr. Blair) regrets it is not the Grand Trunk Railway that is going into the west, but the Grand Trunk Pacific Railway. Well, it strikes me that there is a distinction without a difference. I think we shall be thankful if we get the Grand Trunk Pacific Railway into the Northwest, with the stipulations and conditions with which it is hedged round—with all these stipulations which place it absolutely in the hands of the Government, as to the operation of the road, as to its maintenance as to providing facilities at each end of the road for the transaction of business and as to not discriminating against Canadian ports in favor of American ports."

To one interviewer Mr. Blair said: "It meant an increase of soil production and necessarily of means of transport. We cannot long remain content with only one transcontinental line, I am ambitious myself to see another right away. It cannot come fast enough to satisfy me, and I am doing all I can, in my small way without public pretense about it, to insure its construction."

Mr. Blair's language was reported in the News and Advertiser of Vancouver, as follows:

"This influx of settlers must bring its problems. It meant an increase of soil production and necessarily a means of transport. We cannot long remain content with only one transcontinental line. I am ambitious myself to see another right away. It cannot come fast enough to satisfy me and I am doing all I can, in my small way without public pretense about it, to insure its construction."

There is, therefore, no doubt in the world that Mr. Blair's judgment in the fall of 1902 was conclusively in favor of building immediately another transcontinental railway. If he expressed himself otherwise in the following year, it must have been because of some difference of opinion between himself and some other person, and not on the merits of the case. As a matter of public policy, and in the interests of the country, Mr. Blair certainly favored the construction of a national transcontinental railway.

Eleven years of constant use in Blythe, Ont., is Dr. H. J. Milne's experience with "The D & L" Emulsion. Do you suppose he would have continued ordering it unless it was the best?

Fifteen railroads discharged 21,000 employees in the last three months.

The Russian population of Siberia now numbers not far from 8,000,000.

100 DROPS

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INFANTS & CHILDREN

Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. **NOT NARCOTIC.**

Recipe of Old Dr. SAMUEL PITCHER

Pumpkin Seed -
Alb. Sassa -
Rochelle Salt -
Anise Seed -
Peppermint -
El Carbonate Soda -
Horn Seed -
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Wintergreen Flavor.

A perfect Remedy for Constipation, Sour Stomach, Diarrhoea, Worms, Convulsions, Feverishness and Loss of Sleep.

Fac Simile Signature of
Chas. H. Fletcher
NEW YORK.

**At 6 months old
35 Doses - 35 CENTS**

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For Infants and Children.

The Kind You Have
Always Bought

Bears the
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Chas. H. Fletcher

In
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For Over
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THE CENTAUR COMPANY, NEW YORK CITY.

P. E. I. Oysters

The genuine succulent bivalve received fresh, at

LINDSAY'S

NEW RESTAURANT.

Served in all styles. Lunches at all hours. Hot Dinners only 20 cents.

Call and see the new Restaurant.

COAL.

ALL KINDS.

Hard and
Soft Coal

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Telephone 152

June 24, 1904

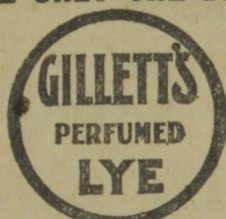
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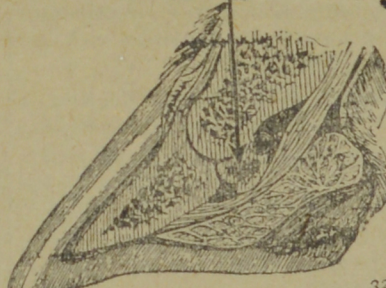
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THAT'S THE SPOT



Navicular disease (also called coffin-joint or groggy lameness) is an inflammation of a small bone inside the horse's hoof. It is the most common and serious of all forms of hoof trouble. Write for free description, giving cause, signs and treatment of this disease.

Dunlop "Ideal" Horseshoe Pads

Put new legs on your horse and make his working life longer. Good for navicular disease. Will cure or help to cure all forms of lameness.

Send your name on a post card to The Dunlop Tire Co., Toronto, for free advice on horse lameness

Put on by the Blacksmith
who shoes your horse

INTERCOLONIAL RAILWAY.

TENDER FOR BUILDINGS.

Separate Sealed Tenders, addressed to the undersigned, and marked on the outside "Tenders for Station at Drummondville," or "Tender for Station at Montmagny," or "Tender for Station at Memramcook," as the case may be, will be received up to and including SATURDAY, the 29th day of OCTOBER, 1904, for the construction of a Brick and Stone Station at Drummondville, P. Q., for the remodelling and enlarging of the existing Station at Montmagny, P. Q., and for the construction of a Station and extension of Freight shed at Memramcook, N. B. Plans and specifications for the building at Montmagny, may be seen at the Station Master's office, Drummondville, P. Q. Plans and specifications for the buildings at Memramcook may be seen at the Station Master's office at Memramcook, N. B. Plans and specifications for the works at all the places may be seen at the Chief Engineer's office, Moncton, N. B., where to ms of tender may be obtained.

All the conditions of the specifications must be complied with.

D. POTTINGER,
General Manager.

Railway Office, Moncton, N. B.,
13th October, 1904
Oct. 15-1101

Union Mutual Life Ins. Co.

Incorporated 1848

Deposit at Ottawa:

Over One Million Dollars.

Most liberal Policies issued.

Albert J. Machum,

MANAGER,

St. John, N. B.

JAS. T. SHARKEY

AGENT, Fredericton, N. B.

INTERCOLONIAL RAILWAY

On and after Sunday, October 3rd, 1904, trains will run daily (Sundays excepted), as follows:

TRAINS WILL LEAVE FREDERICTON

No. 303 Mixed for Montreal, Moncton, Chatham and Loggieville.....	6.30
No. 301 Express for Montreal, Chatham, Loggieville.....	10.30
No. 317 Suburban for Marysville.....	10.00
" 319 Suburban for Marysville.....	11.15
" 321 Suburban for Marysville.....	11.15
" 323 Suburban for Marysville.....	15.00
" 325 Suburban for Marysville.....	17.10
" 327 Suburban for Marysville.....	18.25
" 329 Suburban for Marysville.....	21.00

TRAINS WILL ARRIVE AT FREDERICTON.

No. 302 Express from Montreal, Quebec, Chatham and Loggieville.....	12.05
No. 304 Mixed from Chatham Junction, Chatham and Loggieville.....	16.55
No. 318 Suburban from Marysville.....	8.15
" 320 Suburban from Marysville.....	11.00
" 322 Suburban from Marysville.....	13.25
" 324 Suburban from Marysville.....	17.05
" 326 Suburban from Marysville.....	18.20
" 328 Suburban from Marysville.....	19.15

All trains are run by Atlantic Standard Time. Twenty-four hour notation. 24.00 o'clock is midnight.

Moncton, N. B., October 3rd, 1904.

THE EVANS CHEMICAL CO.
Solely by Druggists,
or sent in plain wrapper,
by express, prepaid, for
\$1.00, or 3 bottles \$2.75.
Circular sent on request.

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We have the real thing for sale at

THE HERALD OFFICE

NOW I notice a decided improvement in the cultivation of tobacco in Cuba.

The soil is artificially fertilized and the plants regularly tended by experienced men to keep down the destructive caterpillar—and keep the plant nipped back so that only as many leaves are left on the plant as nature will allow it to properly mature—consequently the quality of the tobacco has so improved that when I buy the well matured and well cured leaves I obtain the choicest smoking material the world produces.

J. BRUCE PAYNE, Limited, Granby, P. Q.

The celebrated Broadleaf, grown in Connecticut, I use as binder, and a genuine clear leaf Sumatra, imported from Amsterdam, Holland, completes my Pharoah and makes it a delicate, charming smoke.—J. B. P.

None genuine unless branded PHA-RO

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