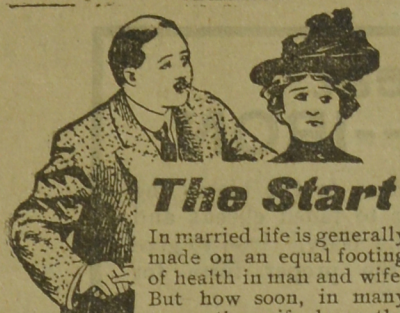




### The Start

In married life is generally made on an equal footing of health in man and wife. But how soon, in many cases, the wife loses the advantage and fades in face and fails in flesh, while her husband grows even more rugged and robust.

There is one chief cause for this wifely failure and that is, the failure of the woman's health. When there is irregularity or an unhealthy drain, inflammation, ulceration or female weakness, the general health is soon impaired.

**\$500 REWARD!**  
FOR WOMEN

#### WHO CANNOT BE CURED.

Proprietors and makers of Dr. Pierce's Favorite Prescription now feel fully warranted in offering to pay \$500 in legal money of the United States for any case of Leucorrhoea, Female Weakness, Pro-lapsus, or Falling of Womb, which they cannot cure. All they ask is a fair and reasonable trial of their means of cure.

"A little over a year ago I wrote to you for advice," says Mrs. Elizabeth J. Fisher, of Diana, W. Va. "You advised me to use Dr. Pierce's Favorite Prescription and 'Golden Medical Discovery,' which I did, and with the most happy result. I was troubled with female weakness and bearing-down pains. Had a very bad pain nearly all the time in my left side, nervousness and headache. Was so weak I could hardly walk across my room. Could not sit up only just a little while at a time. My husband got me some of Dr. Pierce's medicine and I began its use. Before I had taken two bottles I was able to help do my work. I used three bottles in all and it cured me. Now I do all my household work. It is the best medicine I ever used."

The Common Sense Medical Adviser, in paper covers, is sent free on receipt of 31 one-cent stamps to pay expense of customs and mailing only. Address Dr. R. V. Pierce, Buffalo, N. Y.

## LEGISLATURE.

(CONTINUED FROM FIRST PAGE.)

Mr. Hartt—In my opinion it is not wise to reduce the poll tax to \$1.00 for it is apparent that the amount of money required for maintaining the roads must increase each year. If it is not raised by the poll tax it will be found necessary to increase the assessment. I think a dollar and a half is not too large for a poll tax.

Mr. Young—I am in favor of reducing the poll tax to \$1, I think this will be sufficient if properly collected. In my county of Gloucester there are 6,000 polls which would give a good amount for the roads. Property tax should be put at 12 cents per \$100. I see a difficulty in regard to the valuation. I think there should be a per capita tax according to the valuation of the property. I think the valuation of Gloucester is nearly three million.

Hon. Mr. LaBillette—The returns place the valuation of Gloucester at considerably less than two millions. Taking the poll tax at \$1 and the assessment at 12 cents per \$100 would give the amount of \$10,000.

Mr. Poirier—I think the poll tax should be placed at \$1 as there is considerable difficulty in collecting the dollar and a half. In the new act it would be well to reduce the tax since many poor people who originally did statute labor will find it hard to pay the tax.

Mr. Burgess—I think the poll tax should be left at \$1.50. The county should assess an amount sufficient to properly maintain the roads in summer and winter.

Mr. Osman took the chair.

Mr. Copp—I feel constrained to say a few words. In reference to the poll tax I have had some experience in Westmorland county and have also received numerous letters from influential men who have strong views on the subject. The object of the measure is to right the wrongs of the present road act and I do not think there is enough money expended on the roads of this country. It is highly necessary to get better roads and in my opinion \$1.50 is not too high. In the whole province there would be about 50,000 polls. If we reduce the poll tax by 50 cents it means a loss to the province of \$25,000. We are also lowering a rate on the property tax. The poll tax should not be lower as it would be an insult to the young men of the country. It is my opinion that taxes should be kept as they are.

Mr. Barnes—I most certainly agree with the gentleman from Gloucester that the tax should be placed at \$1. In view of the high hopes we all have of the better expenditure of money under the new act this should certainly impel us to keep the tax as low as possible. Under the new conditions where \$1.50 was spent previously it is hoped to get \$3 worth done now. It is the earnest hope to use their money to a much better advantage than in the past and to relieve young men of the country of an extra tax of 50 cents would be a good measure. We are making a very radical change and it is well to administer the

medicine as leniently as possible. I do not think any hon. gentlemen should be afraid to take a stand in this matter. This is being done in the interests of the people and I think the tax should be \$1.

Mr. Osman—I do not agree with the hon. member from Kent. I think \$1.50 is the proper amount for the poll tax.

Mr. Morrison—I do not see anything in the argument to reduce the poll tax to a \$1. We need more money for the roads and I understand that the winter roads have to be looked after, as well, out of this fund. The poll tax should not be reduced.

Hon. Mr. LaBillette—The proposition is to give the superintendent power to appoint road masters and also to appropriate 10 per cent of the fund to keep the roads open in winter.

The amendment was then carried.

Mr. Hazen—I think the section providing that the money collected in the section of a parish where it is divided shall be expended in that section is open to objection. In some sections of a parish large amounts of money are available and in other parts where there is just as much travel there is not enough money to keep the roads in condition. There should be some provision to meet this.

Hon. Mr. Pugsley—I think there is no great difficulty here. If it is found by the superintendent that some portions of the road in the parish are not receiving enough money, an amount might be granted from the provincial fund. I think the people pay more cheerfully when they know the money is expended in their own division.

#### Winter Roads.

Hon. Mr. LaBillette—I think the department will see that the divisions are so made that no injustice will be done to any portions of the parish. I would like to read for the consideration of the House, two very important amendments in regard to the opening of the roads in winter which will be allowed to stand for the consideration of the House.

Sec. 46 for the purpose of breaking down or making passable the highways in winter, each superintendent shall subdivide his division into as many road districts as he may deem advisable, and shall appoint for each district a ratepayer resident therein to be a roadmaster, whose duty it shall be when necessary to summon so many of the inhabitants liable to road tax as he may think fit, to attend with their shovels and teams as they may be ordered, and under his direction assist in the breaking open of the highways, and to haul or shovel snow in, to, or off the same. Any person not attending either in person or by good and sufficient substitute or refusing to work shall pay one dollar and fifty cents for each day's neglect, and three dollars per day for not attending or for refusing to work with his team as aforesaid. Every roadmaster appointed under this section shall remain in office during the pleasure of the superintendent and until his successor is appointed.

Section 50. Whenever in any highway division it shall be deemed necessary to have some winter road machinery, the chief commissioner is hereby authorized and empowered to at any time set aside from the amount of road tax fund of such division a portion of the same not to exceed ten per cent, thereof for the purpose of purchasing such machinery.

The superintendent shall have charge of all road machinery, being the property of the crown, within his division, and when the said machinery is not in use it shall be his duty to see that the same is properly stored and cared for.

Hon. Mr. Pugsley—In the absence of the premier I desire to mention to the House a matter which will be of great interest to all. I have a communication from the faculty of the engineering department of the University, stating that they will have their building open on Tuesday evening next for the members of the legislature, senate of the University, and members of the Fredericton city council for the purpose of exhibiting the apparatus and work of the students. There will be an exhibition of wireless telegraphy, test to determine the strength of materials, test to determine the relative value of hydraulic cements and other interesting experiments by the students. A cordial invitation is extended to the members to be present and as the legislature aids materially in the work of the University I think it would be of interest for the members to attend. Exceedingly satisfactory work is being done by the University, particularly in the engineering department, and I sincerely trust that the members will avail themselves of this opportunity.

The House adjourned at 6.10 until Monday.

#### Colds Are Dangerous.

How often you hear it remarked: "It's only a cold," and a few days later learn that the man is on his back with pneumonia. This is of such common occurrence that a cold, however slight, should not be disregarded. Chamberlain's Cough Remedy counteracts any tendency toward pneumonia. It always cures and is pleasant to take. For sale by all druggists.

**900 Drops**

**CASTORIA**

A Vegetable Preparation for Assimilating the Food and Regulating the Stomachs and Bowels of

**INFANTS & CHILDREN**

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

*Recipe of Old Dr. SAMUEL PITCHER*

Pumpkin Seed -  
Aloe Senna -  
Rochelle Salt -  
Anise Seed -  
Peppermint -  
Bit Carbonate Soda -  
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A Perfect Remedy for Constipation, Sour Stomach, Diarrhoea, Worms, Convulsions, Feverishness and Loss of Sleep.

Fac Simile Signature of  
*Dr. H. H. Fletcher*  
**NEW YORK.**

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

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The Kind You Have Always Bought

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## SHOT GUN - PRESCRIPTION -

We suppose we are not revealing any trade secrets when we say that many medicines are made up on the principle of the so-called "Shot Gun" Prescriptions, which were formerly somewhat in vogue. The idea of the Shot Gun Prescriptions was to put into a medicine a large number of different drugs, each useful for different purposes, in the hope that some of them might hit the case.

The most successful physicians we know use a more direct method. The medicine we sell under our own name, and guarantee, does the same. This medicine is called

## Staples' Dyspepsia Remedy.

It is the best remedy we know of for Dyspepsia in all forms, such as Indigestion, Costiveness, Biliousness, Sour Stomach, Heartburn, Water Brach, Sick Headache and all the terrible diseases caused by Dyspepsia. It is not a scattering "Shot Gun" Prescription but it goes straight to the mark, and has cured so many people right here in town, that it gives us confidence to sell it on an absolute guarantee, as follows: If you use a bottle and it does not help you, we will give you your money back without a word of complaint. We could not afford to guarantee it so boldly if we had not seen it succeed ninety-eight out of every one hundred cases.

Prepared by **ALONZO STAPLES,** Druggist, corner York and King sts., F.Ton, N. B.

## Swifts' Superphosphate

On hand and to arrive. Also the best

## CAPE BRETON COAL

Including the famous Old Mines Sydney.

## -Oats-

Including Carleton County and Ontario Oats, and best Heavy Feeds of all kinds. Cotton Seed Meal, Hay and Straw. Also Coarse and Rock Salt for sale cheap.

## Fred. H. Everett,

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

## CANADIAN PACIFIC RY.

### EASTER EXCURSIONS

#### General Public Rates.

Tickets on sale March 31st, April 1st, 2nd, 3rd and 4th. Good to return until April 5th, at ONE WAY LOWEST FIRST CLASS FARE FOR THE ROUND TRIP between all Stations in Canada East of Port Arthur.

#### Schools and Colleges

At the LOWEST ONE WAY FIRST CLASS FARE FOR THE ROUND TRIP, March 21st to April 2nd, inclusive. Good to return until April 12th, between all Stations, Montreal and East.

To points beyond Montreal, at the LOWEST ONE WAY FIRST CLASS FARE TO MONTREAL PLUS ONE WAY FIRST CLASS FARE and ONE-THIRD FROM MONTREAL, March 21st to April 2nd, inclusive. Good to return until April 12th.

For further information, apply to nearest Ticket Agent, or write

C. B. FOSTER,  
D.P.A., C.P.R., ST. JOHN, N. B.

## INTERCOLONIAL RAILWAY

On and after Sunday, October 11th, 1903, trains will run daily (Sundays excepted), as follows:

#### TRAINS WILL LEAVE ST. JOHN

|                                                        |       |
|--------------------------------------------------------|-------|
| No. 6 Mixed for Moncton                                | 6.3   |
| No. 2 Express for Halifax, the Sydneys and Campbellton | 7.0   |
| No. 4 Express for Point du Chene                       | 13.15 |
| No. 26 Express for Point du Chene, Halifax and Pictou  | 12.1  |
| No. 8 Express for Sussex                               | 17.10 |
| No. 184 Express for Quebec and Montreal                | 18.00 |
| No. 10 Express for Halifax and Sydney                  | 23.25 |

#### TRAINS WILL ARRIVE AT ST. JOHN

|                                                 |       |
|-------------------------------------------------|-------|
| No. 9 Express from Halifax and Sydney           | 6.30  |
| No. 7 Express from Sussex                       | 9.00  |
| No. 183 Express from Montreal and Quebec        | 13.50 |
| No. 5 Mixed from Moncton                        | 15.30 |
| No. 8 Mixed from Point du Chene                 | 16.50 |
| No. 25 Express from Halifax, Pictou and Moncton | 17.40 |
| No. 1 Express from Halifax                      | 18.40 |
| No. 81 Express from Moncton, (Sunday only)      | 24.35 |

All trains are run by Atlantic Standard Time. Twenty-four o'clock is midnight. Moncton, October 9, 1903

## INTERCOLONIAL RAILWAY.

#### TENDER FOR STATION.

Scaled tenders, addressed to the undersigned and marked on the outside "Tender for Kempt Station," will be received up to and including

TUESDAY, THE 5TH DAY OF APRIL, 1904, for the construction of a Station with Dwelling at Kempt, about 14 miles east from Ste. Flavie, P. Q.

Plans and specification may be seen at the Station Master's Office at Kempt, and at the office of the Chief Engineer, Moncton, N. B., where forms of tender may be obtained. All the conditions of the Specification must be complied with.

D. POTTINGEE,  
General Manager.

Railway Office, Moncton, N. B.,  
18th March, 1904  
Mar. 22—d101

## CANADIAN PACIFIC RY.

### ATLANTIC DIVISION

ALL RAIL LINE THE SHORT LINE  
To Boston, etc. To Montreal.

#### IMPERIAL LIMITED ROUTE

TO THE PACIFIC COAST

#### ARRANGEMENT OF TRAINS

In Effect, October 11th, 1903

Atlantic Time. Trains daily except Sunday unless otherwise stated.

LEAVE FREDERICTON  
6.25 a.m.—Express from St. John, St. Stephen, St. Andrews, Houlton, Woodstock, and points north; Edmundston, River du Loup and Quebec; Bangor, Portland, Boston, etc.

6.50 a.m.—Mixed, via Gibson Branch, for Woodstock, Presque Isle, Edmundston, River du Loup, Leves St. Mr vs 7.30 a.m.

9.45 a.m.—Express for Fredericton Jct. connecting with Express for St. John and points east. Palace Sleeper Car Fredericton Junction to Halifax. Dining Car Fredericton Junction to Truro.

6.00 p.m.—Mixed, for Fredericton Junction, connecting with Short Line Express for Montreal, Ottawa, Toronto, etc., and with Pacific Express from Montreal for the West, Northwest and Pacific Coast. Also connects for Bangor, Portland, Boston, etc., St. Stephen. Palace Sleeper Fredericton Junction to Montreal. Pullman Sleeper Fredericton Junction to Boston. Dining Car Fredericton Junction to Mattawamkeag.

9.00 p.m.—Express for St. John and points east.

#### ARRIVE AT FREDERICTON

9.05 a.m.—From St. John and points east.  
11.45 a.m.—From Boston, Montreal, St. Stephen, Houlton and Woodstock.

8.10 p.m.—From St. John and east.  
4.50 p.m.—From Woodstock and all points north as far as Perth and Plaster Rock via Gibson Branch. Arrives at St. Mary's 4.20 p.m.

10.40 p.m.—From Boston, Portland, Bangor, St. Stephen, St. Andrews, Woodstock, Houlton, etc.

C. B. FOSTER,

[Dist. Pass. Agent, St. John, N. B.]

E. E. USSHER,  
G. P. A., Montreal, P. Q.

## INTERCOLONIAL RAILWAY.

### EASTER HOLIDAY FARES.

#### TO THE GENERAL PUBLIC!

Local and Through Issue Return Tickets will be sold going March 31, April 1, 2, 3 and 4, 1904; returning until April 5, 1904.

#### AT FIRST-CLASS ONE-WAY FARE.

TO TEACHERS AND SCOLARS!

Local Issue and to points on the Dominion Atlantic Ry., Midland Ry. and the Atlantic Division of the Canadian Pacific Ry. at First-Class One-Way Fare.

Through Issue at First-Class One-Way Fare to Montreal added to First-Class One-Way Fare and one-third from Montreal to points West in Canada.

Return Tickets will be sold going March 31 to April 4, inclusive, returning until April 12, 1904.

All fares made to end in 0 or 5.

March 26—d61

## ESTATE NOTICE

All persons having any claims against the estate of Joanna Estabrooks, late of the City of Fredericton, in the County of York, widow, deceased, are requested to present the same, duly attested, to Havlock Coy of the said City of Fredericton, Barrister at-Law, within three months from this date, and all persons indebted to the said estate are requested to make immediate payment to the said Havlock Coy.

Dated this 7th day of January, A. D., 1904.

GEORGE FREDERICK GILMORE,

Administrator of the estate of Joanna Estabrooks, deceased.

Jan. 8—dead—3mos