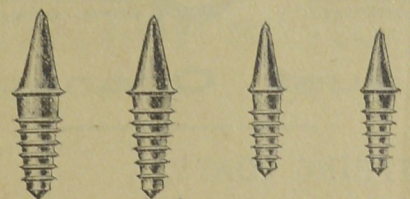


**Lumbermen's
Boot Calks**
ALL SIZES.



Also Round and Octagon Boot Calk Setts, Combination Boot Calk Setts, Boot Calk Punches, etc. Wholesale and retail

JAMES S. NEILL,
FREDERICTON'S BIG HARDWARE STORE,
**NICE SUIT or
OVERCOAT**

And you will find just what you would like in the stock of Suitings, Trousers and Overcoats that I am showing for the Holiday season. Call and look them over.

JAS. R. HOWIE, 150 Queen St.

Ladies' Tailoring attended to promptly and satisfaction assured.

Here is a Snap!

LOOK IN MY WINDOW AND SEE THE DISPLAY OF

- - TROUSERINGS - -

EVERY PAIR TO SELL AT A BIG REDUCTION FROM REGULAR PRICE DURING THIS MONTH BEFORE STOCK-TAKING.

W. E. Seery, - - 220-Queen st.

Just Received:

NEW GOODS

ONE CARLOAD

At

Scotch Chestnut Coal

Which is unequalled for Cooking ranges. One carload

Grand Lake

Blacksmith Coal

Which we are prepared to ship promptly to out of town consumers.

HAY,

OATS,

STRAW

Feed of all kinds

F. H. EVERETT.

Telephone 116.
P. O. Box 83.

Fur Goods

NICE

WARM

FURS

Come and see them and you will buy from us.

Estey & Hagerman

SANTAL-MIDY
Standard remedy for Gleet, Gonorrhea and Runnings in 48 hours. Cures Kidney and Bladder Troubles.

Cook's Cotton Root Compound.

The only safe effectual monthly medicine on which women can depend. Sold in two degrees of strength—No. 1, for ordinary cases, 1 per box; No. 2, 10 degrees stronger for Special Cases, 2 per box. Sold by all druggists. Ask for Cook's Cotton Root Compound; take no substitute.

The Cook Medicine Co., Windsor, Ontario
Nos. 1 and 2 are sold in Fredericton by all Druggists.

G. T. WHELPLEY'S

Imported direct per SS. "Gulf of Anecd."

LAZENBY'S MIXED PICKLES.
" PICALLILI.
" WHITE ONIONS.
" WALNUT PICKLES.
" GIRKINS.

Almond Meal, Olive Oil, Chill Vinegar, Distilled Malt Vinegar, Har, vey Sauce, Preserved Ginger in Crock, Candied Ginger, Crosse & Blackwell's Marmalade, Red Currant Jelly, Staw-e rry Jam and Mince Meat.

G. T. WHELPLEY

310 Queen St., F'con.

DR. F. W. BARBOUR,
SURGEON DENTIST,

President and Prizeman Boston Dental College Class 1891. Registered by Mass. State Board of Registration. Facilities and experience in all branches of Dentistry. Special attention given to saving aching or abscessed teeth.

Young lady in attendance

Violin, Voice, Harmony

MR. C. L. CHISHOLM.

Boston 1880-85. Germany 1889-93
Students who do not intend to study seriously need not apply for any of above branches. Classes begin 1st week in February. For prospectus address Box 114, Marysville.

CANADIAN PACIFIC RY.

LOW RATE

SECOND CLASS TICKETS

ON SALE DAILY

Feb. 15th to April, 7th, 1906, incl.

FROM FREDERICTON

To Vancouver, B. C.
Trail, B. C.
Victoria, B. C.
New Westminster, B. C.
Seattle & Tacoma, Wash.
Portland, Ore.

\$57.10

To Nelson, B. C.
Trail, B. C.
Rossland, B. C.
Greenwood, B. C.
Midway, B. C.

54.60

Proportionate Rates from and to other points.
Also Rates to points in COLORADO, IDAHO, UTAH, MONTANA and CALIFORNIA.
Call on F. B. Edgcombe or write to
F. R. PERRY, D. P. A., C. P. R.
St. John, N. B.



Your Money Refunded by the dealer from whom you buy Sunlight Soap if you find any cause for complaint.

Sunlight Soap is better than other soaps, but is best when used in the Sunlight way.

\$5,000 reward will be paid to any person who proves that Sunlight Soap contains any injurious chemicals or any form of adulteration.

5c. Buy it and follow directions. 5c.

Lever Brothers Limited, Toronto

BUEGET SPEECH.

*Continued from second page.)

of the New Brunswick Coal and Railway Company. In other words a passenger leaving St. John via G. T. P. and going via this route, will be in Chipman and more than fifty miles or two hours ahead of another passenger who goes via Moncton. The same conditions apply to freight, which will have the same advantage. It is idle then to say that this railway will not carry nearly if not quite all of the St. John traffic going via the G. T. P. It is no argument to say that because this railway has steep grades and is not like the G. T. P. in that respect that therefore it will not, and cannot handle the traffic. I have just shown that more than seventy-five per cent of the cost of handling the traffic of any railway is not affected in the slightest degree by grades, and I assert that it can and will, handle the traffic of the G. T. P. and for that reason alone it stands in the position of being by far the most valuable branch line of railway in the province. Construction on the G. T. P. will begin next summer and all the men, material, supplies, tools, and in fact everything necessary to

**The Baird Company's
Wine of Tar
Honey and
Wild Cherry**
A Lubricant to the Throat
A Tonic to the Vocal Chords

A. T. McMURRAY, D. M. D.
Office Hours: 9 to 5

Dentistry in all its modern branches special attention given to the care of children's teeth.
Patients living outside the city can make appointments by mail, and thus do away with an unnecessary delay.
By the use of our improved Electric Light appointments can be made for any evening.
Ladies in attendance. Phone 98

Fire, Life, Health and Accident Insurance.

Jasper A. Winslow,
Opp. Normal School,
Queen Street, Fredericton.

DENTISTRY.

Maritime Dental Parlors.

J. B. Crocker, D.D.S., A. J. McKnight, D.D.S.

All Dental Work done by latest and improved methods.
Teeth extracted absolutely without pain.

Special attention given to treating and saving natural teeth.
Work done at reasonable prices.
Hours: 9 a. m. to 8 p. m.

Office---KITCHEN BUILDING
Queen st., opp. Post Office.

Notice of Legislation

The Gibson Village Water and Fire Commissioners will apply at the approaching session of the New Brunswick Legislature for an Act authorizing them to issue \$3,500 additional debentures for the purpose of completing the water supply system for said village.

J. W. McCREADY,
Solicitor.

Jan. 30, 1906.
Jan. 30—dtf.

year to manage this railway. Their report covers the seven months from the 1st of July last to the 31st of January. They say "We are pleased to be able to show you a net gain of \$2,189 in that time over operating expenses. The road, as you know, is in the hands of the contractors, Messrs. Brown Bros., and the above amount has been earned while the repairs were being proceeded with. The large increase in the January earnings, is principally due to the improved condition of the road-bed, bridges, and increased motive power, and the constant and growing demand for Grand Lake Coal (so called) by consumers."

In another twelve months, we hope to double the coal shipments. At the present time the mine owners are badly handicapped for want of more miners, but, they are steadily increasing their output of coal on a sound financial basis.

To show you the growing demand, we could say there have been three new mines opened in the past six months, and we expect there will be fully as many more next season.

There are now employed constantly, and on the pay rolls at the Minto mines 167 (one hundred and sixty-seven) miners, and there is employment for as many more.

This report is accompanied by a detailed statement of the operations of the road showing the receipts and expenditures for the seven months ending 31st January last and a six months' comparative statement of the operations from June to December, 1904, as against the same month in 1905. The earnings of the railway for the seven months ending on the 31st of January last were \$24,605.71 and the operating expenses \$22,416.58, leaving a surplus of \$2,189. For the month of January last the earnings of the road were \$3,844.35 and the operating expenses \$3,182.93, leaving a surplus for that month of \$651.42. For January, 1905, the earnings were \$1,581.31 and the operating expenses \$3,635.18, leaving a loss of \$1,953.87.

In regard to this the commissioner says the above comparative statement shows a gain accounted for by increased coal output, better condition of road, increased and consequently more economical locomotive power, and more favorable weather conditions. The loss in January, 1905, however, should not be blamed too much to bad weather, as while the snow was certainly heavy in that month, it must be borne in mind, that the condition of the road and want of motive power seriously handicapped us in fighting the snow. I mention this so that in considering the more favorable results for January, 1906, due credit can be given to the actual "reasons," viz.: the improvements in the road and motive power, and increased coal output from Minto, and which justifies the expenditure which has, and is being made along these lines, and there is every reason to believe that the coal output will steadily gain with consequently favorable results in the operation of the railway. As I pointed out in my report for six months ending Dec. 31st, 1905, there are still a few requirements necessary and conducive to any favorable results, and which will be certainly justified by the results.

Referring more particularly to the coal output from Minto in January, Total coal shipped 2772.32 gross tons Used for fuel 85.26 gross tons

\$687.06
Freight receipts for same \$1462.66
Royalty 276.19

\$1738.85
This is the largest output for one month in the history of the railway. The average monthly output for the previous six months being 1,907.15 gross tons. The output is increasing because more miners are being obtained, car service is better, and the improved conditions of the railway and its service has inspired the confidence of the consumers. An output of at least 1600 tons per month over the present amount is required until June 30th to fill the present orders. A greater area, however, should be opened up, as the present operation even, if fully manned, will not be long able to meet the demand.

Mr. Brown estimated that when the road is completed it will earn upwards of \$20,000 a year over its operating expenses. This estimate is based on the carriage of 46,350 tons of coal which would yield the government a royalty of \$1,685 in addition to the net earnings.

Hon. Mr. Tweedie said the report goes fully into details as to the progress of the work on the road, but I need not read this as there will be an opportunity of discussing these figures as the debate proceeds. All these details are shown in the report of Mr. Hunter, the manager of the road.

I now come to the statements which have been asked for by my hon. friend opposite of the receipts and disbursements by the commissioners of the New Brunswick Coal and Railway company, to the 31st of January, 1906, including coupons due on the 2nd of January, and paid on the 6th of February.

Earnings from July 1st to Jan. 31st—7 mos. \$24,605.71
Received from government on account of proceeds of loan..... ..

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Payments on account of liabilities.
N. B. Coal and Railway Co. \$10,152.56
Less cash on hand & other assets, 6,522.59 3,629.97

\$80,359.99
Less net liabilities 7,420.09

\$72,939.90

Amount of government loan repaid including interest coupons due July 1, 1905

paid 50,669.54

Amount disbursed through Receiver

General's Department to Rhodes, Curry & Co. for cars, Peoples Bank of N. B. &c.

Including interest coupons, due Jan. 1st, 1906, paid 86,455.19

Total \$219,064.63

Balance in hands of Commissioners \$3,465.44 \$222,530.07

There is also a balance of \$52,075 in the hands of the Receiver General of the sum authorized to be given to this railway. Both the July and January interest coupons have been paid.

Mr. Hazen—How much has been paid for interest since the house last met?

Hon. Mr. Pugsley—The interest and bonds paid was \$17,870, and \$130 was paid by the commissioners.

Mr. Hazen—I see by the official report of last year, that the attorney general said that of the money obtained from the sale of the bonds, \$24,000 would go to pay off interest.

Hon. Mr. Pugsley—If I used the figures \$24,000 it would mean that this was the amount of interest due on money borrowed by the company.

Mr. Hazen—What sum has been paid Messrs. King and McAvity?

Hon. Mr. Tweedie—Nothing as yet. The amount has not been decided.

Now in regard to this road, I think I have shown that the government was justified in the course they took. The policy of the government is to develop the industries of the country and the people of this province believe in it. Some people affirm that railways should be built altogether by private enterprise, but if we follow this course there would be no railways in New Brunswick. We have plenty of precedents for assisting this railway. A former government gave ten thousand acres of land a mile for a railway from Fredericton to the Quebec line. That land is now estimated to be worth \$3,000,000. Another government gave a large sum to build the Grand Southern railway, which has never been a very beneficial road. The figures I have quoted, show that development is going on steadily along the line of this railway. 167 men are working in the mines and two hundred tons of coal a day is being got out. This will soon be increased to 500 tons. Surely with such hopeful prospects we would be recreant to our duty if we did not assist this road.

Hon. Mr. Tweedie moved the adjournment of the debate, which was made the order of the day for this afternoon and the house then adjourned.

ELEGANT CABINET PHOTOS OF HIS EXCELLENCY

The Right Honorable Sir Albert Henry George, Earl Grey,
Governor General of Canada.

For All Users of the Celebrated
"DIAMOND DYES"

We have received so many letters from ladies in Canada asking us to continue the supplying of the beautiful Cabinet Photos which we have been sending out for the last two months, that we have decided to continue the supply until the end of February, 1906. Please note the conditions for securing a Photo. One photo will be sent free of cost to each lady who sends her full post office address and four of the inner envelopes which contained DIAMOND DYE of any color.

Envelopes of other makes of package dyes will not be accepted. This offer will be valid until the end of February, 1906.

Send in your address at once with the four empty envelopes, so that you may get this photo without delay.

Wells & Richardson Co., Limited,
200 Mountain Street, Montreal, Que.

One-eyed Pete drove a Dakota stage coach that made a circuit of Deadwood, Carbonate, Spearfish and Dead Gulch. He was notorious for his fast and daring and yet skillful driving. He'd have galloped, I guess said Pawnee Bill, who tells the story, across a tight rope.

They say that Pete tore into Carbonate one day on his usual dead run. Like an avalanche the coach clattered up to the hotel door. There, suddenly, it stopped, and one of the horses fell—stone dead.

"A very sudden death," said a bystander.

"Sudden? Not at all," said One-eyed Pete. "That horse died at the top of the hill nine miles back, sir; but I won't go in to let him down till I got to the regular stoppin' place."

PILLS AND PILES.

A prolific cause of piles is the use of cathartics and pills of a drastic violent nature, which is always followed by a reaction on account of the resinous drying properties they contain.

There are other causes, but no matter what the cause or what the kind of Piles, Dr. Leonard's Hem-Roid can be relied upon to cure—to stay cured.

It's an internal remedy that removes the causes of Itching, Bleeding or Suppurating Piles.

A guarantee goes with each package containing a month's treatment. It can be obtained for \$1.00 at druggists or the Wilson-Eyle Co., Limited, Niagara Falls, Ont.