

Snowflake Lime, Brick and Hair.

JUST RECEIVED

1 car Snowflake Lime,
1 car Calced and Land Plaster,
250 bushels Plasterers Hair,
1 car Scotch Fire Brick and Clay.

WHOLESALE and RETAIL.

JAMES S. NEILL,
FREDERICTON'S BIG HARDWARE STORE.

NICE SUIT or OVERCOAT

You will find just what you would like in the stock
Suits, Trousers and Overcoats that I am now
showing. Call and look them over.

JAS. R. HOWIE, 150 Queen St.

Ladies' Tailoring attended to promptly and satisfaction assured

You Want a New Spring Suit

W. E. SEERY

Is showing some new and stylish patterns. Call and
look them over. Style and workmanship up-to-date in
every particular. Wedding Suits a specialty.

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

BARLEY, PEAS and OATS,
CORN and OATS,
CORN MEAL,
CRACKED CORN,
MIDDINGS,
BRAN, Etc.

Hard and Soft
Coal,
Blacksmith Coal.

Swifts Fertilizer

This Fertilizer is manufactured
by Swift & Co., one of the large
packing firms in America,
and is unexcelled as a general
Fertilizer.

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 Kid-
ney and Bladder Troubles.

Cook's Cotton Root Compound.

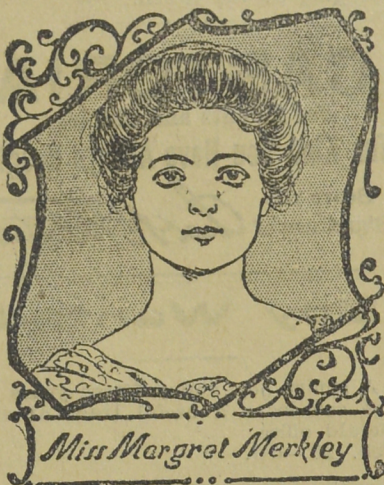
The only safe effectual monthly
medicine on which women can
depend. Sold in two degrees of
strength—No. 1, for ordinary
cases, \$1 per box; No. 2, 10 de-
grees stronger for Special
Cases, \$3 per box. Sold by all
druggists. Ask for Cook's Cot-
ton Root Compound; take no
substitute.
The Cook Medicine Co., Windsor, Ontario.
Nos. 1 and 2 are sold in Frederic-
ton by all Druggists.

Saleswomen's Peril

GRAVE DISEASES, DUE TO STANDING

Facts About Miss Merkley's Dangerous Illness and Complete Cure.

Have you ever thought why so many
women or girls rather walk an hour
than stand still for ten minutes?



It is because most women suffer from
some derangement of their delicate
organism, the discomfort of which is
less trying when they are in motion
than when standing.

In some states laws compel employers
to provide resting places for their female
employees.

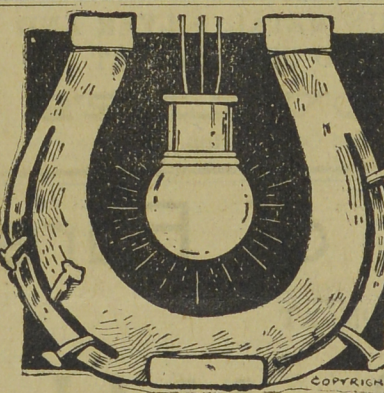
But no amount of law can regulate
the hard tasks of these women. They
must get the strength which this work
demands or run the risk of serious
diseases and the surgeon's knife.

Read about the experience of Miss
Margaret Merkley, 275 31 Street, Mil-
waukee, Wis.:

Dear Mrs. Pinkham:—
"Gradual loss of strength, nervousness,
bearing-down pains and extreme irritation
compelled me to seek medical advice. The
doctor said I had diseased organs and ulcera-
tion, and advised an operation if I wanted
to get well. I objected to this and decided
to give Lydia E. Pinkham's Vegetable Com-
pound a trial. I soon found that all the
doctor said about this great medicine
were true. The ulceration soon healed,
backache, headache and nervousness disap-
peared, and in a short time I was strong,
vigorous and perfectly well. I wish every
working girl who suffers would try Lydia
E. Pinkham's Vegetable Compound."

Lydia E. Pinkham's Vegetable Com-
pound is a vegetable tonic which invigori-
cates and strengthens the entire female
organism, and will produce the same
beneficial results in the cases of other
sick women as with Miss Merkley.

Doctor—One who lays you up.
Cauliflower—A cabbage with a col-
lege education.



to use as lights of our installing. They're
cheaper and more brilliant than those
generally used.

ELECTRICAL SUPPLIES

modern, lasting, and of reliable makes can
always be had from us. From a motor to
candle lights, our supply is complete and
always at reasonable prices.

Perham & Stuart

Electrical Contractors and Electro
Queen St. opp. a Court House. Tel. 33.
P. O. Box 221.

TENDERS FOR Sacking, Rafting, etc.

Sealed tenders will be received at
the office of the Fredericton Boom
Company, St. Mary's Ferry, N. B.,
until Wednesday, 21st March instant,
at 12 o'clock noon, for following
services for season 1906:

(1) Upper Section; Sacking all logs
off all mainland and island shores of
River St. John, except shores occu-
pied by Company's rafting booms
from upper end of Company's limits
at Mouth of Macnaquac stream to
lower end of Douglas Boom Rafting
grounds.

(2) Lower Section; Sacking all
logs off all mainland and island
shores of said River as above, from
lower end of Douglas Boom Rafting
ground to lower end of Sterling
Boom, including the sacking and
cleaning up of shores inside Gill,
Glasier and Sterling Booms after
the logs shall have been taken out of
said booms.

(3) Rafting etc.
(a) Rafting at Douglas Boom.
(b) Rafting at Mitchell Boom.
(c) Rafting at Sugar Island Boom,
including bracketing of logs rafted
at this point into four joint rafts,
and delivering the same at Spring-
hill. Each of said rafts to be made
up of logs of same mark.

(4) Operating the Company's shear
boom.

All of the above work to be done
to the satisfaction of the Company.
Tenders may be made by the same
party for one or more parts of the
above work.

Tenders will be required in case
of acceptance of tender to enter into
bonds satisfactory to the Company
for the proper performance of the
contract.

Particulars may be obtained at the
office of the Company.
Lowest or any tender not neces-
sarily accepted.

E. L. JEWETT,

Secretary.

Office--KITCHEN BUILDING

Queen St., opp. Post Office.

FOG BOUND PARTY.

(Continued from second page.)

posed lease. The government had
already spent the large sum of \$700,-
000 on this road, but it had not been
all wisely spent. Why had the line
not been extended to Fredericton and
why had the representatives of York
county maintained a studious silence
all the time the government was fail-
ing to carry out the original prom-
ise that the Central line would tap
the waters of the St. John river at
the capital? In the budget debate I en-
deavored to show that Fredericton
would be the great depot for all the
coal mined in Queens County, as at this
point it could be distributed to Fred-
erickton Junction and McAdam Junction
on the Canadian Pacific railway
and on up over the Temiscou-
ta line to River du Loup and thence
into the great consuming centres of
the province of Quebec. No better
coal for steam purposes is produced
in Canada. As I said before the
government has expended \$700,000 on
the road and now we are face to face
with the resolution of the member
for Charlotte to sell it for \$21,000 a
year. The Hon. gentleman is right,
however when he says nobody knows
what it may cost in the way of re-
ducing grades and straightening out
curves to make it anything like a
first class line. The passage of this
resolution in the face of the govern-
ment's assertion that the road would
become part of the Grand Trunk Pac-
ific, could be regarded in no other
light than a vote of want of confi-
dence in the administration. I have
read Engineer Brown's report care-
fully, and I listened with attention
to Dr. Pugsley's speech on it in the
budget debate, yet I am forced to
say that I am not now in possession
of the information necessary to cast
an intelligent vote on the resolution.
Who are the people behind Green-
shields? What guarantee have they
the government that the road will
be operated in the interest of the
coal owners of Queens County? Is
this merely a job to benefit some par-
ticular friends of the administration?
If as the engineer says the road will
earn \$40,000 a year, why take a \$21,-
000 rental for all time? In the bud-
get debate the attorney general
accused me of wilfully and deliberately
deceiving the public when I stated
that the steam shovel was provided
by the government at an additional
cost of \$6500.

Hon. Mr. Pugsley—I did not use
any such language.
Mr. Maxwell—I have a distinct re-
collection of what was said and I
am well within the mark in quoting
the attorney general, as I have done.

MR. MAXWELL'S AMENDMENT.

Mr. Maxwell then seconded by
Mr. Smith, moved the following
amendment.

"Whereas the only information con-
cerning the proposed lease of the
New Brunswick coal and railway
that has been submitted to this
house is contained in the letter of
Green Shields and Green Shields at-
torneys at law, dated the 17th day
of February last, and it does not ap-
pear from said letter who are the
persons or corporation whom they
are acting or for what purpose they
desire to acquire the said railway."

"Therefore resolved that in the op-
inion of the members of this legis-
lature it is not advisable to express
any opinion in favor of or against
the proposed lease until further in-
formation with respect to the same
has been submitted to the house."

THE ATTORNEY GENERAL

Hon. Mr. Pugsley said—When a few
days ago I heard the hon. member
for St. John speaking in terms that
met my approval of the valuable de-

Onions & Bran

were
very good in their day for Chest
troubles, but the modern way is
to sprinkle cloths wrung out in
hot water, with

Kendrick's Liniment

and apply to the chest when re-
lief is prompt and effective.

Use it for all distress and pains
in the Lungs, Chest and Throat.

FIFTY CENTS

IN some conditions the

gain from the use

of Scott's Emulsion is

very rapid. For this

reason we put up a

fifty-cent size, which is

enough for an ordinary

cough or cold or useful

as a trial for babies

and children. In other

conditions the gain is

slower—health cannot

be built up in a day.

In such cases Scott's

Emulsion must be taken

as nourishment; a food

rather than a medicine.

It's a food for tired and

weak digestions.

Send for free sample

SCOTT & BOWNE, Chemists,

Toronto, Ont.

soc. and \$1.00. All druggists

posits of coal in Queens county, that
needed only railway facilities to
market and develop their untold
wealth, I recognized in him one who
would go to all reasonable length to
build up the counties of Queens and
Sunbury, and I thought we would
stand aside by side for this great
work. But I was amazed today to
hear him say that while it might not
be in the interest of the country to
lease the road for \$21,000, he had
not information enough at hand to
enable him to cast an intelligent vote
on the resolution. He does not
know who Green Shields and Green
Shields are working for. Dr. Pugs-
ley here read Mr. Maxwell's amend-
ment, and its preamble and then re-
marked: The hon. gentleman does
not know why the Montreal firm
make an offer for the road, but one
could easily infer from his remarks
that if the C. P. R. wanted the line,
he would not let them have it at the
Green Shields' figures. If it was the
Canadian Northern which has railway
property in Nova Scotia, and will
connect its lines there with its lines
in Quebec to form part of its great
transcontinental system from ocean
to ocean—if it was this company that
made the offer, the member for St.
John would accept it and even if it
were the Grand Trunk Pacific itself,
he would take the \$21,000. But surely
he must assume that the Messrs.
Green Shields are not going to carry
the road away with them, but will
operate it in the joint interest of the
lessees and the province. Mr. Hill's
resolution provided for guarantees to
the government's satisfaction that
the road would be efficiently operat-
ed and kept in a perfect state of re-
pair. I do not care for whom Green
Shields & Green Shields are acting,
but as a member of this house, I say
it would not be a business proposi-
tion to accept their offer as it is. I
have not come to this conclusion
hastily, nor have I approached it
from a partisan standpoint, but in
the best interest of the people. I
am sorry the hon. gentleman has
gone out of his way to disparage the
report of Engineer Brown. I will
not charge him with wilful misrep-
resentation, a charge he has preferred
against me, but I will say that he is
wilfully keeping himself ignorant of
the terms of the contract, the steam
shovel included, which is something
about as bad as wilful misrepresentation.

He charges that the grades are
something enormous and unheard of
on leading Canadian railways but I
have the returns here published in
the sessional papers of 1904
which utterly refute that charge. On
the Bruce mines and Algoua road,
The grade is five feet higher, the
same on the Canada Coal and Rail-
way, on the Canada Eastern, now
part of the Intercolonial system six
feet higher, on the P. E. I., 16 feet
higher on the Canadian Pacific there
are grades of 238 feet against 74 on
the Central. After naming a number
of other roads Dr. Pugsley continued:
In the opinion I have formed of
the future of this road I have not
edged on my own judgment. Some
years ago when I became an advo-
cate of this line I was influenced by
the reports of the many experts who
led the government to believe there
were 200 million tons of coal worth
\$250,000,000 in Queens County. We
went into the matter after most
careful consideration. Experts had
tested the coal side by side with the
S. article and found it just as
good for steam purposes. Then we
had other guides. Three years ago
when the G. T. P. project was
first mooted, those high in authority
assured me that it would run into St.
John from Chipman over the Central
route. If Mr. Hill had been in parlia-
ment twenty years ago he would
have been found voting with those
who opposed the construction of the
Canadian Pacific Railway, and who
decided the great northwest as the
home of the wolf and the bear and
as a sea of canyons. But twenty
years have rolled away and we find
the C. P. R. earning a net annual
revenue of \$200,000 and we find Sir
Wilfrid Laurier building another
transcontinental line away to the
north that will open up a vast ter-
ritory and do a business even greater
than the C. P. R. We have the
pledged faith of the Parliament of
Canada that the Grand Trunk Pac-
ific will be built from Winnipeg to
Moncton and I have the assurance of
the Minister of Railways that work
will be commenced in New Brun-
swick and Quebec at an early day.

House took recess until eight
o'clock.
After recess Hon. Mr. Pugsley said:
Before recess, I was speaking of the
grades on the government railways,
and I showed that the grades on the
Intercolonial Railway, a government
road which cost the enormous sum of
\$40,000,000 a mile, were only nine feet
less than the grades on the Central.
Passing from this matter, let me say
that I am sincerely of the opinion
that it would not be in the public
interests for us to lease this line. I
am, however, in this matter speaking
only for myself and not as a member
of the government. Every member
supporting the government is free to
vote as he pleases. All that the
government desires is that each mem-
ber shall give his honest and indepen-
dent opinion. I do not think that
the majority of the members of this
House will be afraid to express their
opinion, because they do not know
from whom the offer to lease this
railway comes. Not long ago an offer
was made for a valuable property
at the corner of King and Canterbury
Streets, St. John. The owner of
the property was not so foolish as to
say, I do not know what my prop-
erty is worth until I learn the name of
the person making the offer. Yet
that is humiliating position in which
the member for St. John is putting
himself and the lamentable feature of
it is that I fear the opposition will
follow the lead of their railway ex-
pert. It will not be so on this side
of the House, for here we will have
the courage of our conviction. It is
well known that I have taken a more
optimistic view of the Central Rail-
way than most of my colleagues and
I still take the same hopeful view
and will explain why I intend to vote
against the motion of the member for
Charlotte. To begin with, let me
call attention to the fact that after
a careful examination of the road by

an experienced railway engineer, he
stated it to be his belief that when
put in good condition it would earn
\$40,000 a year. Further at the last
session of the legislature, when the
government got authority to sell or
lease the road, it was understood to
be for a sum that would pay the in-
terest on the amount we had expend-
ed, that at four per cent would be
\$28,000 a year. I am willing to
stake my political reputation and
my political future on the value of
this road. Has anything happened
during the year to make us less con-
fident than we were last year? No.
For, instead of losing money, as it
was at that time, the road is now
making a profit. Therefore, I say
that we ought not to take the first
offer that is made to us. What would
the country say to us if we parted
with the road for an insufficient sum
at the very time when members of
the opposition have become hopeful of
its future. We have before us the
fact that month by month and week
by week the development of the coal
is increasing. At first we could
hardly get people to use it. Now
there is not a train running between
St. John and Moncton which does
not use this coal, and it is used also
by the Canada Eastern, being taken
round to that road by way of Chat-
ham Junction. There is one pulp
mill at St. John that is now using
a thousand tons of this coal every
month, and let us consider the room
there is for further development. It
is well known that coal is much dear-
er in Fredericton than it is in St.
John and it now costs \$1.70 to take
a ton of coal from Grand Lake to
Fredericton. When the connection is
made with Fredericton, the distance
from Minto will be only thirty miles
or if the connection is made by way
of Boiestown it will be sixty miles.
One cent per ton per mile is a paying
rate for coal for short hauls and a
very much smaller sum for long hauls.
Coal, therefore, could be carried
from Minto to Fredericton for 30
cents a ton by the direct route or
for sixty cents via Boiestown. When
this occurs we will have the Cana-
dian Pacific Railway taking the en-
tire eastern division. This
amounts to 70,000 tons a year. Such
a coal traffic as this will create an
enormous industrial development in
this section of the country. Then
there is the Grand Trunk Pacific,
which is just as sure to be built
through this province as the sun is
to rise tomorrow. The latest surveys
show that this railway will go
through Chipman and that will mean
that this great transcontinental line
will draw its fuel supply east of
Montreal from these mines. That will
take at least one hundred thousand
tons of this coal every year. Further
than that the Grand Trunk Pacific is
not seeking to make connection with
St. John except by way of Chipman
and when they get there they will not
seek to parallel this road but will
take it over and pay for it what it
is reasonably worth. It is impos-
sible to believe that the Grand
Trunk Pacific will ignore St. John. I
am authorized by the Minister of
Railways to say that he firmly be-
lieves that this road will be taken
over and made a part of the Grand
Trunk Pacific and he thinks it would
be a mistake to lease the road for
the small sum of \$21,000 a year. In
view of all these possibilities are we
reckless enough to accept the first
offer and hand the railway over to
these gentlemen to make whatever
they can out of it and without wait-
ing until the Grand Trunk Pacific
contracts are let. I say no. Mr.
Speaker, to do so would be a great
mistake. We are here tonight to do
just what a business man would do
if he were dealing with his own prop-
erty and I ask you as business men
if you owned this railway would you
accept the first offer you received for it?

Now what is needed to pay the in-
terest on what we have expended on
this road? If there is only a traffic
of 500 tons of coal a day or 150,000
tons a year, that would yield a

(Continued on sixth page.)

No Medicine Cures so Many Sick

Overstrained, Despondent.

Weak People as

DR. HAMILTON'S PILLS.

The One True Medicine for Health and

Strength.

You will realize, as you read the

following letters, the grand work be-
ing done by Dr. Hamilton's Pills.

They have a direct action on the

blood, nerves, heart, kidneys and

liver. All weakness is turned into

strength, new energy and nourishing

blood are created, buoyant good

health is established in a short time.

DISCOURAGED WOMEN FOUND

NEW HOPE.

"I had pretty nearly given myself

up as incurable. I was weak and

sickly all the time, had headache,

poor digestion and sinking feeling.

On rising in the morning there was

a feeling of awful weariness.

"Dr. Hamilton's Pills helped from

the first. They must have strength-
ened my blood for I gained in

strength as soon as I took them.

Steady improvement followed, and I

am now completely cured."

(Mrs. M. E. Benson, Woodstock.

STRENGTH AND SPIRITS IM-
PROVED.

"No medicine could possibly be

better than Dr. Hamilton's Pills,"

writes Mr. Jos. Devine from Ottawa.

"I had pains in the back and side,

caused by kidney trouble, was botch-
ered considerably with headache, butDr. Hamilton's Pills cured me quick-
ly. I can recommend them to every

man."

You'll become vigorous and strong

enjoy a good appetite, your sleep will

be dreamless and sound after regu-
lating your system with Dr. Hamil-

ton's Pills. Price 25c. per box, or

five boxes for \$1, at all dealers, or

by mail from N. C. Polson & Co.,

Hartford, Conn., U. S. A., and

Kingston, Ont.