

IMPORTANT SPEECHES.

Hon. Sydney Fisher, Hon. Mr. Fitzpatrick and Mr. R. L. Borden, M. P., Discuss Live Public Questions at the Shaughnessy Banquet.

Speaking at the banquet in honor of Sir Thomas Shaughnessy at Quebec.

HON. SYDNEY FISHER

Minister of Agriculture in the federal government said:

"At the opening of this new century the beloved representative of the city in the Dominion Parliament, the great leader of the Canadian people, Sir Wilfrid Laurier, whose name is revered in Canada wherever he goes, the great world statesman, Sir Wilfrid Laurier, with a keen insight into the future has said 'to the new Dominion belongs the new century.' It is an avowal of good omen that the citizens of Quebec are assembled tonight to do honor to the head of a great corporation which has brought about the advent of the Empress of Britain and larger and faster vessels, making their terminus at the entrance to the country; great ocean travellers that do not pass in the interior of the country, but make this city the terminal of the transatlantic trade, and bringing precious freight for distribution here. When I say precious freight I think not only of the commerce, but the precious living freight, hundreds and thousands of people who come here seeking a new home on the land and helping to build up the industries of Canada. These are coming in greater numbers every year, as I shall presently show, and as we welcome them we know that they are the best indication and assurance of the continued prosperity of the country."

CANADA SHOULD GET 120,000 IMMIGRANTS DURING THE CURRENT YEAR.

"Ten years ago," continued Mr. Fisher, "we were glad to receive 15,000 new people from across the seas, four years ago we were glad to receive 40,000, three years ago to receive 78,000, two years ago to receive 88,000. Last year we received 102,000 and this year I venture to predict we shall receive 120,000, because in the ten months of the fiscal year that has closed we have received 75,000, as against 65,000 the same date last year, and as we know that this proportional increase will continue until the close of the fiscal year the figure I have mentioned will surely be attained."

Mr. Fisher then spoke of the country's industrial progress, showing that its industries had come out at the very head in the spheres in which they had competed, showing how easily the people who had come to our shores had been absorbed without having caused a single disturbing element in the social community, and how the bulk of them had found homes on the land amongst the farmers. They had every reason to be satisfied that this was so, because agriculture was the basic industry of the land. The place that Canada now occupied and the high regard in which her agricultural progress was held was demonstrated by this significant fact, The great German Empire had planted consulates all over the world, and it was in the habit of sending experts to study the particular industry for which each country was noted, to see whether they could get fresh insight into things that might guide them in their own industrial and material progress. When they chose an expert to send to Canada they sent an agricultural expert, because they considered Canada was the country in which they had to go to study progressive agriculture. (Cheers.) It was something to be proud of that a progressive, practical, far-seeing, enterprising people like the Germans should have singled out Canada as the land to which to send an agricultural expert.

"We, in our discussion of agriculture," proceeded Mr. Fisher, "are naturally disposed to take up the claims of the west, and that country does absorb a large proportion of the new population, but many of the eastern provinces, they let us forget that Eastern Canada is making no less progress than the west is doing."

Mr. Fisher cited figures to show the extraordinary advance that the province of Quebec had made in the dairy industry. All round Quebec was most fertile soil, most energetic and hardworking habitants, who had in a most extraordinary degree made advancement in the dairy industry.

Alluding again to Quebec as having become the terminus of ocean traffic, Mr. Fisher pointed out that ocean traffic was largely dependent upon the internal railway as feeders. In the last decade there had been an enormous railway development in Canada. He was not an old man, but it was one of the memories of his boyhood that he saw the completion of the Victoria Bridge across the St. Lawrence. He hoped that very shortly—within the next year or two—he would be able to participate in the celebration of the opening of the new railway bridge at Quebec. That bridge would enable other railways to enter the city of Quebec and thus add to the business and increase its importance as a port.

MR. BORDEN SAYS COUNTRY IS WITH GOVERNMENT FOR NATIONALIZED HARBORS.

Mr. R. L. Borden, who also responded to the toast, congratulated

Sir Thomas Shaughnessy upon the magnificent service that had been inaugurated at Quebec. When he saw the splendid steamer leave that afternoon he could fancy some of them rubbing their eyes and wondering whether the fast line service had not been accomplished and nothing said about it. Mr. Borden spoke of Quebec as the gateway of the finest waterway in the world and as furnishing an outlet on the country's products. There was plenty of room for it and for all the other harbors we had. He touched upon the glorious names with which Quebec had been associated—warriors, statesmen, ecclesiastics, and was glad to see it taking its place as a railway centre and as a progressive port. Mr. Borden, speaking of the nationalizing of the ports declared the country to be with the government in its policy of harbor nationalization. In such a matter there should be no difference of opinion between the parties. With the great ports of the United States being developed by the aid of the national resources, we would be reluctant to our trust if we did not pursue this policy. Private enterprise had done a great deal for this country, in this matter it required government aid. The country would not hold the government guiltless that neglected harbor nationalization.

Mr. George Tanguay, M. L. A. for Lake St. John, proposed the Port of Quebec, declaring that its dream had been to a large extent realized by its becoming the ocean terminus of such magnificent steamers as the Empress of Britain.

Hon. Mr. Brodeur, who responded to the toast, addressed the gathering in French, dwelling with much satisfaction upon the union of the races in the development of the country. The differences that separated them in the past had been buried and harmony now existed between the country. With regard to Sir Thomas Shaughnessy's reference to the need for the improvement of the St. Lawrence channel, Mr. Brodeur declared that the government was prepared to make the waterway equal to the requirements of the growing traffic of the country, and if necessary was prepared to spend millions in deepening, widening, buoying and lighting the channel—in perfecting the waterway all the way to the gulf.

Col. Hughes also responded. Mr. William McPherson, president of the Molsons Bank and manager of the Dominion Steamship Company, proposed the toast of "Transportation."

HON. CHAS. FITZPATRICK ON CHANGES IN SCIENCE OF FREIGHT TRANSPORTATION.

Hon. Chas. Fitzpatrick, who was given a splendid reception, in responding to the toast, observed that the question of transportation in this country depended to a large extent upon the River St. Lawrence. These days of transportation development the mile had ceased to become the measure of distance. Nobody now asked how many miles it was to a place, but "how many hours' journey will it be?" Those who gave their attention to transportation were always aiming at the lessening of the time occupied by the journey. Another characteristic of the day was the fractional decrease in the cost of transportation. A fraction of a cent on the cost of transporting products from the interior had an important effect in the choice of the route.

As an economic factor in transportation, the River St. Lawrence would play a great part. The St. Lawrence must remain in the future as it had been in the past, the course of development. The long procession of priests and traders laid broad and deep the foundation of the country's advancement. The trails that they had blazed had become the avenues of commerce, and the ports that they founded had become great cities.

Quebec, continued Mr. Fitzpatrick, had been charged with being a Sleepy Hollow, but it must be remembered that for long Quebec had been either without railway communication or dependent upon a single line, and to try to build up a port without adequate railway facilities was like trying to make water run up a hill. There was time when it cost as much to carry a ton of freight across to Levis as it did to carry the same weight from Montreal to Halifax. A dawn of a new era had been reached, and Quebec would be as indissolubly associated with the industrial development of the Dominion as it had been with the romance of the country's history. Not only would they have the national transcontinental railway coming to Quebec, but this port would be the St. Lawrence terminus of the Canadian Northern Quebec would thus have three great oceanic lines coming here. This it owed to the generosity of the people of Canada.

"Every man" proceeded Mr. Fitzpatrick "is supposed to have a bee in his bonnet. It has been suggested by some of my friends that not only have a bee in my bonnet but a whole hive (laughter). Well, I am a believer in the application of the principle for this country of Canada for the Canadians. The transportation question like other questions

cannot be solved by words and high sounding phrases but by the sight of the geographical and climatic conditions. It had to be realized that 2,000 miles from the Atlantic the head of inland navigation was reached. The best solution of any question was to act in aid and co-operation with nature. Nature intended that through the St. Lawrence the water of the Great Lakes should reach the ocean, and she intended that the products of the lands that bordered on these waters should reach the ocean through the St. Lawrence river."

What Does it Mean?

Dr. Hamilton Gives a Full and Satisfactory Explanation.

Look at your tongue! Sometimes it's heavily coated sometimes it's clear and red.

Study this out and you'll find some interference with the functional activity of the body.

This means the bowels are not regular, the liver is sluggish and the blood is contaminated.

Strong cathartic pills act so destructively on the intestines as to provoke deadly sickness; this often frightens people from taking medicine when they badly need it.

To the multitude of dangerous purgatives now on the market, Dr. Hamilton's Pills are a notable exception, they neither gripe, cause sickly feeling or headache, yet they cleanse and purify the entire system in one night. No other laxative acts with such mildness and certainty. Giving proper stimulus to the liver and kidneys strengthening the stomach and lending valuable aid to digestion, it's small wonder that such marvelous results accompany Dr. Hamilton's Pills.

Mr. Geo. O'Hogarty of Amherst, N. S., writes: "Last winter I worked in a lumber camp and neglected my health. I was dreadfully constipated and had a headache that fairly made me reel at times. I was sick and miserable, and hadn't the slightest ambition to work or stir around. I felt heavy and dull and had a bad taste in my mouth. I sent into the city for Dr. Hamilton's Pills, which I knew were good for my condition. They fixed me up very quickly and have kept me in good action ever since. There are other men in the camp that use Dr. Hamilton's Pills also. They say they wouldn't be without the pills for ten times their price."

Every dealer in the land sells Dr. Hamilton's Pills—25 cents per box or five boxes for \$1.00. By mail from N. C. Polson and Co., Hartford, Conn., U. S. A., and Kingston, Ont.

MR. PRESTON'S CASE.

A Word for a Much Abused Dominion Official Now Undergoing Examination at Ottawa.

Montreal Herald.—If Lord Strathcona were to be called to Ottawa, as Mr. Preston has been; if he were to be put on the witness stand, as Mr. Preston has been; if he were to tell what he knows about the contracts made with European booking agents, as Mr. Preston has done; if he were to say, as Mr. Preston says: "These gentlemen entered into this agreement on our undertaking that their names would not be made public, their reason for secrecy being the same which made the bargain necessary at all, the opposition of European governments to any emigration propaganda; to say as much as Mr. Preston says, that no Canadian, whether Minister, civil service or private citizen, is mentioned in the list of names; if he were to say that, even at the risk of being suspected of personal participation, he felt bound in honor to withhold the names of the European gentlemen as long as they wanted the names withheld; if Lord Strathcona did all this there isn't a Conservative in the country but would say "Quite right." If the North Atlantic Trading Company has in any way defrauded the Dominion let us know about it, but as there is no evidence even of that, by all means let a pledge honorably made be honorably kept.

Lord Strathcona would be unworthy of his high reputation if he broke faith with men who would be at once exposed to severe treatment in their own countries, without there being the slightest compensating advantage to the people of Canada or anyone else.

The same reasoning ought to apply to Mr. Preston. If it does not it is because Mr. Preston is not a lord, or even a millionaire, and because up to the time of his appointment Mr. Preston was a fighting Liberal, whereas Sir Donald Smith sat for years as a Conservative member.

Those who have taken the trouble to read the reports of Mr. Preston's evidence, made at his hearing before the committee will have been struck by the absolute frankness and fearlessness of his manner, which was very far from being that of a person with anything to fear. If there was any one feeling left in those who thought it fair to worry Mr. Preston an old opponent as they would not have tried to worry Lord Strathcona, they must have felt, at the end of the hearing, that a man who in his official capacity has done good work for Canada, might fairly have been spared the insinuations that have been made against him. Mr. Preston is a live man. Red tape has no place in his way of doing things. He was sent over to England to wake up a lot of officials who began by knowing nothing about Canada, and who ended by doing nothing for Canada, and who became fossilized in the process. And he did wake them up. Not that they did the work of promoting emigration to Canada any better; that he did him-

THE HERALDS FASHION PLATE.



SMART TAILORED MODEL.

Shops catering for the smart trade are showing the smartest shirt waists similar to the above illustration. This model will make up prettily in any of the summer materials. The front has three-inch tucks at either side of the flap, which gives the desired breadth through the bust. The back is plain, the fullness gathered on draw strings at the bottom. The sleeves are the comfortable and fashionable elbow length, rather full and gathered into a straight two and one-half inch band. The neck is finished with the regulation band, to which

may be attached either a collar of the same material as the waist, a linen collar and tie, or any of the tailored collars which are again favored this summer. The waist illustrated is finished down the front lap with pearl buttons, but there are such a wide variety of buttons being shown in the shops that one may select something especially suited to the fabric used. This waist can be converted into a long-sleeved tailored style, with stitched cuffs similar to the collar, if desired, but for the warm weather the elbow-length sleeves are more comfortable and chic looking.

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

WEARY DAYS AND SLEEPLESS NIGHTS

Many men and women toss night after night upon sleepless beds until near dawn. Their eyes do not close in the sweet and refreshing repose that comes to those whose heart and nerves are right. Worry or disease has so debilitated and irritated the nervous system that it cannot be quieted. Or, again, you have heart palpitation and sensation of sinking, a feeling you are going to die; or perhaps you wake up from your sleep feeling as though you were about to choke or smother, and rest leaves you for the night. Allow these conditions to continue and you will feel your health declining. It is the nerves and heart that are not acting properly.

They can be set right by the use of MILBURN'S HEART AND NERVE PILLS

They soon induce healthful, refreshing sleep, not by deadening the nerves, but by restoring them to healthy action and removing all symptoms of heart trouble, which is often the cause of nervousness and sleeplessness.

Mrs. Ennis Chambers, Massey Station, Ont., writes: "I was troubled with dizziness, weak spells and fluttering of the heart. I was so bad at times I could not lie down in bed at nights but would have to sit up. I doctored for a whole year and got no relief. I took three boxes of Milburn's Heart and Nerve Pills and was so completely cured I have not been troubled since. I cannot recommend them too highly."

Milburn's Heart and Nerve Pills are 50 cents per box or three boxes for \$1.25 at all dealers or sent direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

HOMESEKERS' EXCURSIONS To the Canadian Northwest

GOING DATES	Second Class Round Trip Tickets issued from Fredericton.
JUNE 6 & 20	To Winnipeg, \$32.00 Lenore, \$34.00 Lyleton, \$34.00 Moosomin, \$34.20 Bismarck, \$34.25
JULY 4 & 18	Estevan, \$35.00 Kamsack, \$35.00 Swan River, \$35.00 Yorkton, \$35.00
RETURN LIMIT	Lipton, \$35.75 Regina, \$36.00 Moosejaw, \$36.00 Prince Albert, \$38.00 McLeod, \$40.00 Calgary, \$40.50 Red Deer, \$41.50 Strathcona, \$42.50

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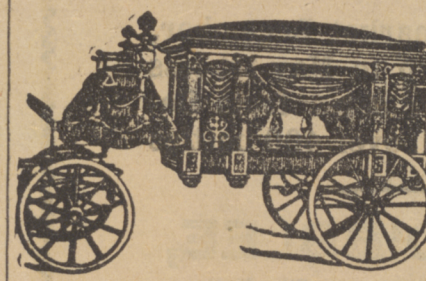
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INTERCOLONIAL RAILWAY

On and after Sunday, Oct. 15th, 1906 trains will run daily (Sundays excepted), as follows:

TRAINS WILL LEAVE FREDERICTON	
No. 303 Mixed for Campbellton, Moncton, Chatham and Loggieville.....	5.45
No. 301 Express for Montreal, Chatham, Loggieville.....	12.20
No. 317 Suburban for Marysville.....	6.15
" 321 Suburban for Marysville.....	11.15
" 323 Suburban for Marysville.....	12.25
" 325 Suburban for Marysville.....	12.30

TRAINS WILL ARRIVE AT FREDERICTON.

TRAINS WILL ARRIVE AT FREDERICTON.	
No. 302 Express from Montreal, Quebec, Chatham and Loggieville.....	13.05
No. 304 Mixed from Chatham Junction, Chatham and Loggieville.....	18.35
No. 318 Suburban from Marysville.....	8.15
" 322 Suburban from Marysville.....	13.20
" 324 Suburban from Marysville.....	13.15

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

Fredericton, N. B., Oct. 12th, 1906

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