

HILL'S INVASION OF WEST WELCOMED.

Winnipeg Describes Great Northern Magnate's Plan of Operations—Working to Get Charter.

"That Mr. J. J. Hill's schemes with regard to the Canadian Northwest are exciting a great amount of interest in Manitoba and the new provinces is an undoubted fact," said Mr. T. R. Ball, of Winnipeg to the Montreal Herald. Mr. Ball is an American machinery agent, representing a St. Paul manufacturing firm in Canada.

"It has been thought," said Mr. Ball, "that the Great Northern president's purpose was to divert as much as he could of the Canadian trade from the existing railways to his own, by means of a series of short lines from the border, but probably he sees that there is room for another transcontinental system, and his purpose will be, no doubt, to make the Northwest tributary to Duluth, where the Great Northern has its elevators and facilities for the shipment of enormous quantities of grain—facilities that can be multiplied at any time.

"How do the people of the Northwest regard this new development of his project?" Mr. Ball was asked.

"I may tell you frankly that there is no sentiment whatever about this matter. I have business relations that bring me in contact with people in all parts of the West. I think I am expressing the feeling of the overwhelming majority perfectly accurately when I say the people feel that Mr. Hill's project will be welcomed for the competition it brings, that it will stimulate, and that it will be welcomed for the money which the building of the road will put in circulation."

"But can Mr. Hill build a transcontinental railway without a Dominion charter?"

"A Dominion charter can be obtained. You have already an illustration of what can be done in the Dominion House in the Victoria, Vancouver and Western. I stopped in Ottawa on my way down. I found that Mr. Hill's agents are busy in the lobbies. What I say is a mat-

ter of common knowledge. The Northwest members are in his favor—the large majority of them. Of course there will be no charter asked for in the name of Mr. Hill or of the Great Northern, but Mr. Hill will do as he has done in the provincial legislatures. He will get local people to apply for whatever charters are necessary. It is not likely one complete charter will be asked for.

"Are any subsidies likely to be asked for?"

"Provincial subsidies have already been secured for some of the links in the chain; but federal subsidies are looked for although I do not pretend to have any knowledge whether they will be obtained.

"You know, of course, that the effect of Mr. Hill's schemes would be to divert traffic from Canadian roads that have been built and are being built at enormous expense, and also from waterways representing enormous expenditure and from ports and harbors that are being built up out of public money.

"That is quite true, but the western people do not look upon that question in the same light as eastern business houses. The more competition there are in railways the cheaper the rates are likely to be, the better the facilities for the expedited handling of traffic. The Canadian West feels that it needs a man like Mr. Hill to help to build it up."

LETTER FROM HILL HIMSELF

Winnipeg, April 6.—Andrew Strang president of the Board of Trade, and an old personal friend of President Hill, of the Great Northern, has received a letter from that gentleman explicitly stating the intentions of his company to enter the Canadian West. The great railroad magnate will visit this city immediately after his return from the east, about May 1st, to inaugurate the work of construction of Canada's fourth great transcontinental.

LIKED THE PRESIDENT TO THE CZAR OF RUSSIA.

Representative Fitzgerald, of Brooklyn, Indulged in Sharp Criticism of Chief Executive.

Washington, April 7.—Representative Fitzgerald of Brooklyn, indulged in severe criticism of the president yesterday in the House, contrasting him with the Czar of Russia. It was during the consideration of a bill relating to Indian lands, which had been sent back to the House by the president, for correction.

Mr. Fitzgerald found fault with the manner in which the president got the matter before Congress, declaring that if the measure was unsatisfactory to him he should have vetoed it. The Brooklyn member took advantage of this incident to review some of the recent acts of the president which have caused so much dissension and ill feeling among the Republicans of the senate. He said:

"The president has certain rights and prerogatives under the constitution, and so has Congress. If the president does not approve of a bill, he should perform his duty and either permit it to become a law or veto it. Then Congress could exercise its right and determine whether it would pass the bill over his veto, or by having the bill reintroduced in a different form, pass it in the form in which it would be then.

"I call attention at this time to the fact, because this is the second time that such an occurrence has happened during this session of Congress. In the last Congress the Indian appropriation bill went to the president, and, after approving it, or returning it with objections or permitting it to become a law without action on his part, as was his duty, he compelled Congress to pass three separate joint resolutions amending which was then before him, awaiting his action.

"The other day the executive wrote a personal letter to a gentleman, who

happened to be chairman of the subcommittee of the House, congratulating him upon the efficient manner in which the chairman and the subcommittee had investigated the hazing conditions at Naval Academy. Mr. Speaker, this is not Russia; the president is not czar. The czar originates, legislates and executes the laws; the president does not. He is not the source of all power in our government. Under our constitution the executive has certain duties to perform which are specifically enumerated and carefully defined. He should not attempt to increase or extend those powers. He should be jealous of his rights, and so should Congress be keen to protect the powers lodged by the constitution in Congress.

"At this time I shall be content with the statement that if the executive follows a similar procedure in the future and has bills brought back here for amendment, under a proper construction of the constitution, he should either approve or disapprove, or permit to become law without action, so far as I am concerned those bills would not be considered in this House by unanimous consent. Some may say that the objections are trivial. The history of all nations, which contained parliamentary bodies discloses that all encroachments on the rights of the parliamentary bodies by the sovereign or the executive are trivial in the beginning.

"The failure to resent such encroachments has encouraged great and more important grasps for power with the inevitable resentment and strife."

Representative Grosvenor defended the President from the Fitzgerald attack, contending that he was justified in his handling of the Indian bill.

FORTY-TWO YEARS IN I. C. R. SERVICE.

Mr. George H. Pick has a Clean Record During his Long Employment.

Moncton Transcript.—Mr. George H. Pick yesterday completed forty-two years of service in the employ of the railway service. Forty-two years is a very long period to remain in the employ of any single institution and one to be proud of, especially when the mark is passed with a clean and excellent record.

During that period Mr. Pick has seen many ups and downs in the management and operation of the road. He still retains the respect and good will of both his superiors in office and those under his own jurisdiction.

Mr. Pick entered the employment of the I. C. R. then the E. and N.A. Railway, on April 5th, 1864, as checker in the St. John freight shed. He was advanced in a very short time to entry clerk and cashier. He was removed from the freight to the train service in 1872 and was ap-

pointed conductor first on the Sussex train, then a mixed train.

In the following year he was exchanged to an express train on which the present Conductor W. Kelly, was baggage master, Conductor Sproul, brakeman, and Joseph Moore driver. He was promoted to station master at St. John, and later transferred to the agency at Pt. du Chene and worked in Moncton in the general freight office in winter seasons. He was appointed assistant general freight agent in 1876 and carried on the work until appointed to his present position of Weighing Inspector in October of 1899.

During this time Mr. Pick has filled many offices requiring ability in his chosen line.

A western Kansas postmaster wanted to inform the public that the location of the postoffice had been changed, so he inserted this notice in the local paper:

"The postoffice has been moved from where it was to where it is now."

ABOUT QUEBEC.

Hon. W. A. Weir's Address Before the Empire Club at Toronto.

"Quebec and its Future" was the subject of an address delivered at Toronto Thursday before the Empire Club by Hon. W. A. Weir, Speaker of the Quebec Legislature.

Quebec, Mr. Weir said, had learned a lesson of noble citizenship, fearlessness of opinion and high convictions from that galaxy of notables she had produced—Papineau, Hincks, Drummond, McEwen, Mercer, Chapleau, Laurier and many others. Many enormous impressions prevailed regarding the characteristics and condition of the inhabitants of Quebec. The popular idea that the province was priest-ridden was entirely erroneous. Quebec's court records abound in jurisdiction where the French-Canadian had joined issue with the priest and brought him to justice. The mass of the Quebec clergy were undoubtedly respected and highly so. They were bound so the people with close ties of sentiment and sympathy. They did not come as a rule from the professional class but were mainly the sons of farmers and exceedingly democratic.

MORE BRITISH THAN FRENCH.

French-Canadians were far more British and Canadian than they were French. They were more nearly identified with the traditions and spirit of the land than with old France. They were, with few exceptions, fervently loyal to the British flag, as was instanced in the late Boer war, when many French-Canadians enlisted both in the rank and file and more remotely in the American Revolution of 1776, the war of 1812, the Fenian Raid and the Northwest Rebellion.

Mr. Weir himself had a few months ago written a letter to Le Soleil of Quebec advocating a Canadian navy as an ally to the British navy. This had excited no adverse comment and its sentiment of real colonial pride and independence had found many supporters among the French-Canadians.

FRUGALITY OF QUEBEC FARMERS.

Mr. Weir then referred to the industry and frugality of the Quebec farmer. The loan company was an unknown and quite superfluous quantity in the small town. There were only, as yet, about 23,000,000 acres of land taken up—a little over 10 per cent of the area. There was thus ample room for increased population.

Discussing the proddetiveness and natural advantage of Quebec, Mr. Weir stated that the forest area of the province was 327,721 square miles, the majority of which belonged to the government. If this rich possession were sold it had been estimated that it would return to the government \$450,000,000 on bonuses and stumpage dues.

GREAT WATER POWERS.

Special emphasis was laid upon the unparalleled water power of the province, which marked its destiny as a great manufacturing centre. As an illustration, Mr. Weir referred to the Peribonke River, which flows into Lake St. John, where, within a length of five or six miles, there were seven falls representing 300,000 horse-power.

THE THIN MAN'S DANGER.

He can't resist disease germs—that's why he's such a mark for consumption. In this land of plenty, thinness is wickedness, especially when it's so easily overcome with Ferronzone. This remarkable tissue builder makes you fat quickly. It does so by forming blood that's rich, nourishing and health-giving. Ferronzone supplies the nutrient needed by worn-out nerves, rapidly constructs muscle and fatty tissue. The form fills out, the cheeks redden, proving that weight is being added. Tobe well and stay well, The Ferronzone. Fifty chocolate coated tablets in a box for fifty cents or six boxes for \$2.50 at all dealers.

PUBLIC OWNERSHIP PAYS IN THIS TOWN.

Port Arthur had Profit on Electric Railway and on Electric Light Department.

Toronto, April 7.—A boost was given to public ownership yesterday in the private bills committee when the bill of the town of Port Arthur was under consideration. A statement of income and expenditure of the municipal franchise showed that last year the profits on the electric railway were \$10,179, on the electric light department \$2,301, a total of \$12,480. The expenditure included \$14,000 spent on repairs and the plant is said to be in excellent condition. The bill asked for the confirmation of a number of by-laws. One of these was in connection with the purchase of 1,400 acres from Lord Strathcona, from which it is proposed to make a public water front to protect the water from contamination, and to increase the town park by 186 acres. Part of the property will also be used to sell or lease for manufacturing purposes.

In course of the discussion, some members of the committee expressed the hope that Port Arthur and Port William would soon be united to form a city under one name. The bill was reported.

Fort William's bill asking ratification of by-laws for raising debentures to improve the waterworks system, the electric light system and the telephone system was also reported.

The brains of some men seem to have a sort of incubator attachment for the hatching out of schemes.

THE HERALDS FASHION PLATE.



SERVICEABLE TAILOR-MADE.

Notwithstanding the vogue of the dressy tailored costume, those of the severest type are being adopted this season by the best dressers. And the woman who knows the value of the new water-proofed materials obviates the necessity of a rollcoat by employing one such material in her tailored costume. The illustration gives a splendid example of this type of costume. Olive green cloth is used in this instance. The graceful skirt of comfortable walking length is cut in seven gores, each gore lapping the other with a deep pleat stitch to the knee, and flaring gracefully from

that point to the hem run with a narrow strip of lightweight hair-cloth. The tight-fitting jacket reminds one of the basques our mothers used to wear, fitted in the back with the full complement of seams and darted either side of the straight front closing, made with matching buttons and button-holes. The regulation coat sleeve is button-trimmed and machine-stitched, as are all the edges of the coat and the narrow coat collar and revers. The hat is this season's model of the tricorn in a yellow, satin, honeycomb braid, trimmed with black velvet ribbon and three black and white wings knotted to the left-side brim by a soft knot of the velvet ribbon.

PRINCE ARTHUR'S VISIT.

Official Programme of his Movements in Toronto.

The official programme for the visit of H. R. H. Prince Arthur of Connaught, K. G., to Toronto from April 21st to the 27th has been completed. It is as follows:

Saturday, April 21st, 6.05 p. m.—H. R. H. Prince Arthur arrives at Toronto, and is met by His Honor the Lieutenant-Governor, General Ochter, C. B., A. D. C., and Mayor Coatsworth. A guard of honor of the Queen's Own Rifles and an escort of Royal Canadian Dragoons will be formed up on Front street to meet H. R. H. Prince Arthur will drive to Government House, where he will be a guest during his visit to Toronto.

Sunday, April 22nd, 10.50 a. m.—Prince Arthur will attend service at St. James' Cathedral in the morning.

Monday, April 23rd—11.30 a. m.—H. R. H. Prince Arthur and His Honor the Lieutenant-Governor will drive to the City Hall, where addresses of welcome to Toronto will be presented by Mayor Coatsworth in the Council Chamber, to which H. R. H. will reply. The city council, civic officials, guests and ladies will be presented. 12.45 p. m.—Prince Arthur and His Honor will leave Government House for the Toronto Hunt Club, where a lunch will be given in honor of Prince Arthur by the M. F. H., Mr. George Boardman. 7.45 p. m.—Large dinner at Government House in honor of H. R. H. Prince Arthur.

Tuesday, April 24th—11.45 a. m.—Prince Arthur leaves for Toronto University buildings. A luncheon will be given in his honor at the University by Vice-Chancellor Chief Justice Moss. 3.15 p. m.—Prince Arthur will arrive at Queen's Park to inspect the Toronto Cadet Corps. 8 p. m.—A dinner in honor of Prince Arthur will be given by the Toronto Club.

Wednesday, April 25th—11.30 p. m.—The Toronto Automobile Club will take Prince Arthur for a motor ride about the city. 1 p. m.—The Horse Show directors will give a luncheon in honor of Prince Arthur at the Toronto Club. 2.30 p. m.—Prince Arthur and His Honor will leave Government House with an escort from the Royal Canadian Dragoons for the Armouries. Prince Arthur opens the Horse Show. 7 p. m.—Gentlemen's dinner in honor of Prince Arthur at Government House. 9 p. m.—Prince Arthur visits the Horse Show.

Thursday, April 26th—12.30 p. m.—Prince Arthur and His Honor leave Government House for Stanley Barracks for a luncheon given in Prince Arthur's honor by the officer commanding and the officers of Stanley Barracks. 3 p. m.—Prince Arthur will visit the Horse Show. 7 p. m.—The Horse Show directors will give a dinner at the Toronto Club in honor of Prince Arthur. 9 p. m.—Prince Arthur will go to the Armouries.

MARRIAGE CUSTOMS.

It is customary among the Lolos of Western China for the bride on the

wedding morning to perch herself on the highest branch of a large tree, while the other female members of her family cluster on the lower limbs armed with sticks, says The New York Herald. When all are duly stationed the bridegroom clambers up the tree, assailed on all sides by blows, pushes and punches from the dowagers, and it is not until he has broken through their fence and captured the bride that he is allowed to carry her off.

Similar difficulties assail the bridegroom among the Mongolian Koraks, who are in the habit of celebrating their marriages in large tents, divided into numerous separate, but communicating, apartments. At a given signal, as soon as the guests are assembled, the bride starts off through the compartments, followed by her wooer, while the women of the encampment throw every possible impediment in his way, tripping up his unwary feet, holding down the curtains to prevent his passage, and applying willow and alder switches unmercifully as he stoops to raise them. As with the maiden on the treetop, the Korak bride is invariably captured, however much the possibilities of escape may be in her favor.

Lavention is the mother of riches. nobody wants to be old.

THREE TRYING TIMES IN A WOMAN'S LIFE

There are three periods of a woman's life when she is in need of the heart strengthening, nerve tonic, blood enriching action of

MILBURN'S HEART AND NERVE PILLS

The first of these is when the young girl is entering the portals of womanhood. At this time she is very often pale, weak and nervous, and unless her health is built up and her system strengthened she may fall a prey to consumption or be a weak woman for life.

The second period is motherhood. The drain on the system is great and the exhausted nerve force and depleted blood require replenishing. Milburn's Heart and Nerve Pills supply the elements needed to do this.

The third period is "change of life" and this is the period when she is most liable to heart and nerve troubles.

A tremendous change is taking place in the system, and it is at this time many chronic diseases manifest themselves. Fortify the heart and nerve system by the use of Milburn's Heart and Nerve Pills and thus tide over this dangerous period. Mrs. James King, Cornwall, Ont., writes: "I have been troubled very much with heart trouble—the cause being to a great extent due to 'change of life.' I have been taking Milburn's Heart and Nerve Pills for some time, and mean to continue doing so, for I can truthfully say they are the best remedy I have ever used for building up the system. You are at liberty to use this statement for the benefit of other sufferers."

Price 50 cents per box, three boxes for \$1.25, all dealers, or The T. Milburn Co., Limited, Toronto, Ont.

HAVING MOVED, WILL BE OPEN FOR BUSINESS IN A FEW DAYS.

S. KERNER

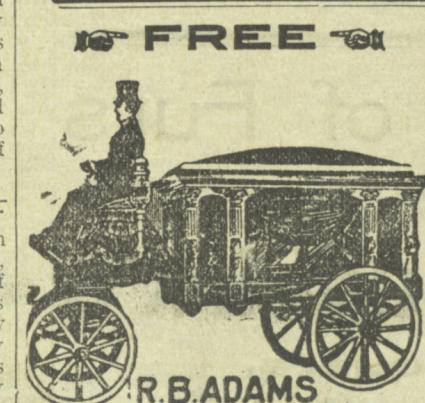
Old stand of Samuel Owen.

EASTER OPENING

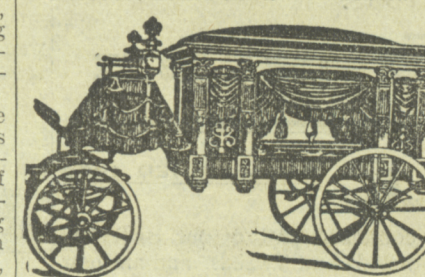
ON Tuesday, April 10th

AND FOLLOWING DAYS. A CORDIAL INVITATION IS EXTENDED TO ALL.

MISS MORGAN, YORK STREET.



R. B. ADAMS ROBT. B. ADAMS



INTERCOLONIAL RAILWAY

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

TRAINS WILL LEAVE FREDERICTON	
No. 308 Mixed for Campbellton, Moncton, Chatham and Loggieville.....	5.45
No. 301 Express for Montreal, Chatham, Loggieville.....	6.15
No. 317 Suburban for Marysville.....	6.20
" 321 Suburban for Marysville.....	11.15
" 322 Suburban for Marysville.....	12.25
" 323 Suburban for Marysville.....	21.00

TRAINS WILL ARRIVE AT FREDERICTON.

No. 302 Express from Montreal, Quebec, Chatham and Loggieville.....	13.06
No. 304 Mixed from Chatham Junction, Chatham and Loggieville.....	13.35
No. 318 Suburban from Marysville.....	8.15
" 324 Suburban from Marysville.....	13.25
" 325 Suburban from Marysville.....	13.35

All trains are run by Atlantic Standard time. Twenty-four hour notation. 24.00 o'clock is midnight. Moncton, N. B. Oct. 12th, 1906

J. J. Winslow, B.A., F. H. Peters, B.A., C. H. Allen.

Winslow, Peters & Allen Barristers and Attorneys-at-Law. Notaries Public, etc.

Offices, Colter Building, opposite Normal School, Queen st., F'eton. Tel. 125

REMEMBER

D. J. Stockford says that Mayor McNally told him that he heard Ald. McGinn say that Ald. Hanlon told him that Candidate Reid heard that there was no doubt that Ald. Maxwell said that Ald. Colter thought that Ald. Scott had told Ald. Hooper that Ald. Mitchell had declared for Candidate Kelly that it was generally believed that Harry McLeod said in plain terms that he heard Mr. Farrell say that his friend Ald. Moore had said that the city clerk informed him, at the city hall, that it was well known that Ald. Boyes had caught Ald. White in saying that in his opinion it was a matter of fact of great public interest, that George Beatty had said Solomon Kerner told him that

W. A. LINDSAY

would this week receive a fine lot of Bouctouche oysters, which he will deliver to any part of the city for eighty cents a quart; also that Lindsay serves the finest twenty cent dinner in Fredericton.

Prince Edward Island Railway TENDER.

Sealed Tenders, addressed to the Secretary of the Department of Railways and Canals, Ottawa, Ont., and marked on the outside "Tender for Cribwork Rest Piers, Hillsborough Bridge, P. E. I.," will be received up to and including

TUESDAY, APRIL 17th, 1906,

for the supplying of materials and the construction of two Rest Piers for the Hillsborough Bridge, P. E. I. Drawings and specification may be seen at the Resident Engineer's office, Charlottetown, P. E. I., and at the Chief Engineer's office, Moncton, N. B., where forms of tender may be obtained.

All the conditions of the specification must be complied with. D. POTTINGER, General Manager, Railway Office, Moncton, N. B., 26th. March, 1906. March 31—d131.

5,000 Feet of Room Moulding

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JOHN G. ADAMS, Down Town, Next above Queen Hotel. Phone 62.