



"EASY ON FUEL AND AN EXCELLENT BAKER."

Just the verdict of one man, but isn't it an extraordinary fine tribute? Do you know The OXFORD-CHANCELLOR STEEL RANGE receives that kind every day. It is a first class Range in every respect and fully guaranteed.

FOR SALE ONLY BY

James S. Neill,

FREDERICTON'S BIG HARDWARE STORE

DRIED FRUITS.

CROSSE & BLACKWELL'S

Citron, Orange and
Lemon Peels, Grif-
fin Brand Seeded
Raisins, Loose Mus-
catels, Malaga Ta-
ble Raisins in
quarter and whole
Boxes, New clean-
ed Currants.

G. T. WHELPLEY

580, Queen Street Fredericton.

Fire, Life, Health and Accident

Insurance

Jasper A. Winslow,

Opp. Normal School,

Queen Street, Fredericton.

F. St. John Bliss,

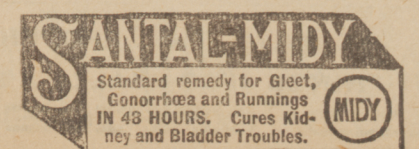
Barrister, Notary Public, etc
Secretary-Treasurer of York County

County Court House, Main Entrance.

COME TO US.

Men's send your job printing to us
down. We'll do it at the

HERALD OFFICE



Wedding

... Cake

Boxes

AT

The Herald Office.

W. J. IRVINE, D.D.S.

And Special Practitioner's Certificate
from Chicago College of

Dental Surgery

Artificial Teeth

Inserted in Gold, Aluminum and ordinary
Rubber Plates

Crowns and Bridge Work

Executed in Gold and Porcelain after
the best and most modern methods.

Anesthetics.

Local and General applied and adminis-
tered for painless dentistry.

Office: CHESTNUT'S BUILDING.

Queen St., City Hall Tel. 78.

COAL

ALL KINDS

Now in stock.

**Hard and
Soft Coal**

P. FARRELL



Scott's Emulsion strengthens enfeebled
nursing mothers by increasing their flesh and
nerve force.

It provides baby with the necessary fat
and mineral food for healthy growth.

ALL DRUGGISTS: 50c. AND \$1.00.

He was a quiet and unobtrusive
young man, and he had called upon
the same girl regularly for five and
a half years without in any way di-
vulging his future plan of campaign.
Not unnaturally, the damsel had
grown weary of this, and to clear
the air she at least decided that
Henry must be firmly dealt with. So
one evening, when they were cosily
seated on the couch, she said, with-
out any advance on the young man's
part:

"No, no, Mr. Bottlewash, I cannot
marry you; so it is useless for you
to call upon me any more."
"Alas!" murmured the youth
"what shall I do? What shall I do?"
"Oh, do not take it so hard Henry
I will reconsider—"
"It isn't that," interrupted the
man; "but what shall I do for a
place to go to during the long even-

ANNOUNCEMENT

NEWSOME & GILBERT, LIMITED
Manufacturing Stationers
TORONTO & WINNIPEG

WILL H. NEWSOME, LIMITED
L. C. SMITH & BROS. TYPEWRITERS
TORONTO HALIFAX MONTREAL

Amalgamated January 1, 1907.

We beg to announce that we have this day amalgamated with
Newsome & Gilbert, Limited, and will in future carry on the busi-
ness as Newsome & Gilbert, Limited, with Head Office, Toronto, and
Branches at Winnipeg, Montreal and Halifax.

Owing to the wonderful growth of our business, the Amalgama-
tion better enables us to look after the wants of our many custom-
ers, both in Typewriter and Stationery lines, and we respectfully
solicit a continuance of your valued trade.

The maritime end of the business will continue under the man-
agement of Mr. P. O. Soule, who is a director in the New Company
and he will look after the requirements of our Eastern
Customers as in the past.

WILL H. NEWSOME, Limited
P. O. Soule
Vice-Pres. & East. Mgr.

Old Mines, YDNEY COAL

Always in Stock. The Extra Quality of this Coal is so well
known, that nothing further need be said.

ALSO

American Anthracite Coal

Blacksmith's COAL

F. H. Everett,

FLOUR, FEED, COAL, - Campbell St.

JAS. R. HOWIE, 150 Queen St.

Make a fine business suit, and are sure to give every
satisfaction. I have a fine line of these Tweeds in
stock, and am always pleased to show goods. **PRICES
ALWAYS RIGHT.**
Get one of Page's Odorless Moth Proof Bags
and protect your Furs. 2 sizes always on hand. Call
and see them.

Furs

\$20,000 worth
of
FURS
in stock
at

J. F. VanBuskirk's

Consisting of Ladies Fur and Fur Lined Coats, Ladies Neckwear,
Gloves etc. Also Gent's Fur Coats in Coon, Brown Buffalo, Black
etc.

My Stock was bought for spot cash and must be cleared out before
January 12th.

Furs

Headquarters
for
SLEIGH ROBES.

Give us a call.

IMPERIAL HALL Is showing the leading patterns
in Worsteds and Tweeds
AND WE
are prepared to make up Overcoats, Suits and Pants
in the LATEST STYLES.
WE GUARANTEE A FIT.

STANGER & HARRISON,
Telephone 51-21. 535, Queen Street.
Ft. N. B.

INTERCOLONIAL'S OUTLOOK.

Hon. Mr. Emmerson Makes Powerful and Reassuring Statement to Parliament Regarding the People's Railway.

WANTS TO SEE IT ABSORB FEEDERS AND TO BE EXTENDED TO TORONTO.

Ottawa, March 23.—Hon. Mr. Em-
merson delivered the annual state-
ment of the Intercolonial yesterday
afternoon and evening. The minister
of railways went very exhaustively
into the figures of the government,
and other railways, as well as of
the canals.

Comparisons of the operations of
the Intercolonial with other railways
were made. The fact that this is the
tenth year of Liberal administration
of the government railroads was not-
ed and comparisons made with the
previous ten years under Conservative
control.

In the beginning Mr. Emmerson
pointed out that there were 13,000
persons employed in his department,
including branches of the Intercolonial.
There were three thousand and em-
ployees on the canals and 9,589 em-
ployees on the I. C. R., and 1,300 on
the National Transcontinental, mak-
ing in all 13,953, or nearly fourteen
thousand persons.

The minister gave a statement
showing the capital expenditure on
the canals from 1897 to 1906. It
amounted in all to \$23,879,792.
In round numbers there were four-
teen thousand persons employed un-
der the minister of railways.

Mr. Blair—Is there an increase in
the number of Intercolonial employ-
ees since last year?

Mr. Emmerson—No, but there has
been a considerable reduction.

HISTORY OF THE I. C. R.

The minister took up the standing
of the Intercolonial Railway. The
road was opened in July 1876. This
was a great event in the history of
Eastern Canada and also of all Can-
ada. There has been a revolution
since then, not only in track build-
ing, but in railway operations. In
every branch of the Intercolonial
there have been marked changes, and
all of them to the advantage of the
patrons of the road. As already
shown, large sums have been paid out
of capital account on the road since
1876. There was a standard in 1876,
and there was a standard today. The
Intercolonial of 1876 compared with
the modern railway furnished as great
contrast as there would be between
St. John's Salisbury railroad and the
Intercolonial of 1876.

He said that 1876 seemed as yester-
day, yet there was a revolution, not
to say an evolution in the rail-
way history of this continent and of
the whole world. The necessity for
market changes began about twelve
years ago. At that time the railways
on this continent were faced to face
with the necessity of enormous ex-
penditure.

IMPROVEMENTS ON THE I. C. R.

Within the past ten or twelve years
the Intercolonial Railway has been
following in the path of the others
as on main lines through the contin-
ent of business entirely and be closed
down.

As on all other roads, portions of
double tracks had to be built and
reduction in grades had been made.
This latter portion of the work on
the Intercolonial owing to its loca-
tion had not been carried out to any-
thing like the extent on the other
great railway systems of America.
Notwithstanding the efforts made,
the Intercolonial Ry. is still very much
short in its car supply. Owing to the
peculiar position of the line, it is a
road that always will have a large
number of its cars away from home,
inasmuch as the larger portion of the
traffic originates on its line and goes
westward. The diversion of our roll-
ing stock by certain American roads
is a matter which requires the ser-
ious attention of the railway man-
agement. On November 8th, 1906, the
total Intercolonial cars off the line
was 4,403 foreign cars on our line
1,952 short owing to interchange, and
cars on branch lines, 2,028.

SOME COMPARISONS.

	1896	1906	P. C.
Length of Line, 1,182.5	1,477.92	25	
Number of loco- motives	204	347	70
Passenger car ser- vice	276	429	55
Freight car service, 6,667	10,819	62	
Work service, 77	129	67	
Plows, rangers, etc.,	4,174,661	9,304,511	67
Train mileage, 3,832,502	7,424,831	93	
Car mileage, 43,005,684	93,746,123	117	
Capital invested—1896,	\$55,044,631		
1906,	\$81,238,728.63	an increase per cent. 47.	

In addition to the above the line
has been relaid with 80 pounds steel
rails, replacing 62 pound.

Nearly the entire line has been re-
ballasted. Bridges have all been re-
paired, and on a scale adequate for
any reasonable increase in weight of
rolling stock.

New terminals have been provided
at Sydney, North Sydney, Halifax,
St. John and Moncton.

New roundhouses at Chaudiere Junc-
tion, Riviere Du Loup, Stellarton,
Sydney, Ste. Flavie, Campbellton, St.
John and Truro.

A fine modern brick passenger de-
pot has been built at Sydney; another
at Pictou, another at Westville,
another at Stellarton, another at An-
tisigon and another at Maccan.

At Lewis an adequate terminal pas-
senger station was provided. A
large number of smaller depots for
passengers and freight service have
been added, wherever business condi-
tions seemed to warrant.

Two elevators were constructed, one
at Halifax and one at St. John.
Increased dock accommodation has
been provided at both of these im-
portant ports.

Every track on the line has been
relaid and lengthened and at all im-
portant places additional sidings have
been added.

The result of the operations of the
Intercolonial Railway for the fiscal
year 1906 was as follows:

Gross revenue I. C. R.	\$7,843,829.70
Gross expenditure,	7,581,914.36
Difference,	\$ 261,915.34

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To which must be added
profits derived from the
Windsor branch,

Total surplus on I. C. R.	\$3,881.87
Last year, 1905, the P. E. I.	
Railway made a loss of \$153,133.83	
The loss for the fiscal year	
year 1906 was	\$6,982.59
Making a betterment of \$116,151.34	

The disastrous fire in February to-
tally destroyed the car repair shops,
and partially destroyed the loco-
motive repair shops with considerable
rolling stock.

The revenue of 1906 totalled 7,644-
630 an increase of 860,307, of this re-
venue passenger traffic pro-
duced, \$2,207,716.

Freight produced, \$5,018,805, an in-
crease of \$646,627.

Mail and sundries yielded \$326,307,
an increase of \$21,307.

The total expenditure was \$7,563-
371, as against \$8,352,761 in 1905.
Immediate steps were taken to
provide temporary repair shops at a
direct cost of \$50,000, which was
paid out of the revenue. The indirect
cost exceeds the direct outlay
as the workmen have to perform the
duties at a disadvantage.

Dr. Daniel—Suburban passenger
rates on the I. C. R. were higher
than on the C. P. R.?

Mr. Emmerson said that the present
traffic manager of the I. C. R. was
at one time an officer of the C.
P. R., and he looked into and re-
ported that the I. C. R. had not ex-
ceeded the standard of the C. P. R.
and C. P. R. out of Montreal. The
instructions were to bring up the
rates to the standard. He said in
Toronto that the I. C. R. was carry-
ing freight not only cheaper than any
railway on this continent, but in the
world. He was challenged to the
house after he made that statement.
He did not refute it at the time,
but said that he would prove it at
a later date.

LOW RATES ON I. C. R.

He proposed to do so now. The
minister then read a long statement
showing that the I. C. R. freight
rates were lower than any of the
other roads, and as the distance was
increased so the greater was the dif-
ference between the government line
and other railways. For 700 miles
for instance the I. C. R. charged 52
cents for first class and the others
charged \$1.06. The special rates were
also lower. When he made that state-
ment in Toronto it was absolutely
correct, and the I. C. R. freight
rates were the lowest in the world.

Mr. Emmerson called attention to
the fact that the Intercolonial gave
much lower rates than the Grand
Trunk or the C. P. R. If the Inter-
colonial had charged on the freight
hailed last year the same rates that
were charged on the Grand
Trunk and Canadian Pacific railways,
Mr. Emmerson said he would be
able to announce a surplus of not
more than a hundred thousand, out of
two and a half million dollars.

The West as well as the East had
benefited from these low rates. They
had given the manufacturers of On-
tario the profitable markets of the
East.

Mr. Emmerson illustrated the bene-
fit from the Intercolonial by showing
the low rates at which the coal of
the Maritime Provinces was carried
as far as Montreal.

**I. C. R. SURPLUS IN PEOPLE'S
POCKETS.**

Owing to the low rates on the In-
tercolonial there had been an appar-
ent deficit in the annual returns of
the Intercolonial; there had in reality
always been a surplus. It had not
always been in the treasury of the
country, but had been in the pockets
of the people of the country.

Mr. Emmerson said that the splen-
did results on the Intercolonial this
year were largely due to Deputy Min-
ister of Railways Butler, who had
no superior in America as a railroad
manager. However, he could not have
accomplished what had been done
without the intelligence and loyal co-
operation of the whole staff of em-
ployees of the road. Among the offi-
cers who had rendered great service
were General Manager Pottinger, Su-
perintendent of Motive Power Jarvis,
Chief Engineer MacKenzie, T. C.
Burpee, head of the maintenance of
way department, and General Traf-

fic Manager Tiffin.

KEEP THE I. C. R.

The country had some interest in
the future of the Intercolonial. The
Halifax Herald, the leading Conserva-
tive organ in Nova Scotia, had ad-
vocated handing over the Intercolonial
to two other systems. If this
was the policy of the Conservative
leader he could not endorse it. He
did not think that the people should
ever part with the Intercolonial or
weaken the hold on it.

The I. C. R. should never be in
any way so parted that it would be
constituted any portion of a trunk
line that shall be controlled by a
private corporation, making it into
a trunk line for any corporation that
would participate in its traffic and
enable it to secure every feeder of
the government line and would ab-
solutely wrest the traffic which it
today enjoys.

Mr. Emmerson said he was con-
fident the day would come when popu-
lar opinion would compel the govern-
ment to take over the feeders of the
Intercolonial.

Mr. Emmerson said he thought the
day was coming when it would be
held desirable that the Intercolonial
be extended to the industrial
centre of Ontario—Toronto. Great
lines from the West were converging
upon Quebec. They would desire to
penetrate the east and to reach ports
that were open in the winter. When
that day came the future of the In-
tercolonial was assured for all time
as an asset to the Dominion.

A HARD CASE OVERCOME.

No longer necessary to suffer from
muscular rheumatism. Every case
can be cured. Ferrozone is unfail-
ing as proved by David Johnston of Or-
mond, Ont. "My wife was a dread-
ful sufferer," he writes. "For two
years she could scarcely do any work.
Her knuckles and joints swelled,
causing torture. To get up or down
stairs was impossible. She took box
after box of Ferrozone and rubbed the
sore places with Nerviline. Im-
provement started and she mended
fast. Today she is quite cured and
we thank Ferrozone for her recovery."
No remedy more popular with
doctors than Ferrozone; it does cure,
50c. per box at all dealers.

KINGSLEY.

March 22.—We had a very severe
storm here on Wednesday, causing a
big blockade, and leaving the roads
impassable for travelling.

Mail to this vicinity has been de-
layed since the storm, owing to the
bad condition of the roads.

Our school, which has been closed
since June, has reopened under the
management of Miss McKenzie.

Mr. and Mrs. Alfred Anderson of
Royal Road West, spent Sunday at
this place.

Mr. Alexander McFarlane, arrived
home on Friday evening from the
Tobique, his many friends were glad
to see him back again.

A little party was held at the
home of Mrs. Henry Currie, on Tues-
day evening, in honor of her daugh-
ter, Mrs. Neathway. A very pleas-
ant evening was spent in games and
music.

Mrs. John Burns, was the guest of
Mrs. Seymour on Friday last.

Messrs. John Fower, Charles An-
derson and Joshua DeLong, are do-
ing a hustling business in the lum-
bering business this winter, they are
very busy hauling their logs to the
Nashwaakiss stream.

Mr. and Mrs. Fred Anderson of
Nashwaakiss have moved to this
place.

DO NOT CROWD THE SEASON.

The first warm days of spring bring
with them a desire to get out and en-
joy the exhilarating air and sunshine.
Children that have been housed up all
winter are brought out and you won-
der where they all came from. The
heavy winter clothing is thrown aside
and many shed their flannels. Then a
cold wave comes and people say that
grip is epidemic. Colds at this sea-
son are even more dangerous than in
mid-winter, as there is much more
danger of pneumonia. Take Cham-
berlain's Cough Remedy, however, and
you will have nothing to fear. It
always cures, and we have never
known a cold to result in pneumonia
when it was used. It is pleasant
and safe to take. Children like it.
For sale by all druggists.

Green—What do you think of Bul-
len's \$50,000 failure?
Brown—I think that Bullem must
be crazy.

Green—Why?
Brown—With his opportunities he
should have failed for twice that
amount.

PROVED AFTER FIFTY YEARS.

The test of time has proved that
Putnam's Corn Extractor cures
quicker, with less discomfort and
acids, is purely vegetable and abso-
lutely guaranteed. Insist on "Put-
nam's" only—it's the best.