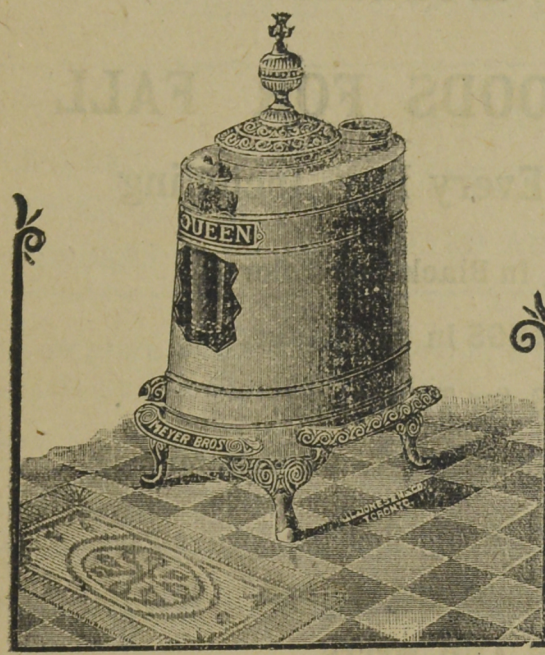


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Whose Say-so Is Best?

With nearly all medicines put up for sale through druggists, one has to take the maker's say-so alone and exclusively as to their curative value. Of course, such testimony is not that of a disinterested party and accordingly is not to be given the same credit as if written from disinterested motives.

Dr. Pierce's medicines, however, form a single and therefore striking exception to the above rule. Their claim to the confidence of invalids does not rest solely upon their owners' and makers' say-so or praise. Their ingredients are matters of public knowledge, being printed on each separate bottle-wrap. Thus invalid sufferers are taken into Dr. Pierce's full confidence. Scores of leading medical men have written enough to fill volumes in praise of the curative value of the several ingredients entering into these well-known medicines.

In favor of Dr. Pierce's medicines is the frank, confident, open, honest statement of their full composition, giving every ingredient in plain English, without fear of successful criticism and with confidence that the good sense of the afflicted will lead them to appreciate this honorable manner of confiding to them what they are taking into their stomachs when making use of these medicines.

WHAT THEY CURE. People often ask "What do Dr. Pierce's two leading medicines—'Golden Medical Discovery' and 'Favorite Prescription' cure?"

Briefly, the answer is that "Golden Medical Discovery" is a most potent alterative, or blood-purifier, and tonic, or invigorator, and acts especially favorably in a curative way upon all the mucous lining surfaces, as of the nasal passages, throat, bronchial tubes, stomach, bowels and bladder curing a large percentage of catarrhal cases whether the disease affects the nasal passages, the throat, larynx, bronchia, stomach (as catarrhal dyspepsia), bowels (as mucous diarrhea), bladder, uterus or other pelvic organs. Even in the chronic or ulcerative stages of these affections, it is generally successful in affecting cures. In fact the "Golden Medical Discovery" is without doubt, the most successful constitutional remedy for all forms of catarrhal diseases known to modern medical science. In Chronic Nasal Catarrh Dr. Sage's Catarrh Remedy fluid should be used for washing and cleansing out the nasal passages while taking the "Discovery" for its blood cleansing and specific healing effects upon the mucous lining membranes. This combined local and general treatment will cure a very large percentage of the worst cases of chronic nasal catarrh, no matter of how many years' standing they may be.

As to the "Favorite Prescription," it is advised for the cure of one class of diseases only—those weaknesses, derangements and irregularities peculiar to women. It is a powerful, yet gently acting, invigorating tonic and nerve.

For weak, worn-out, over-worked women—no matter what has caused the break-down, "Favorite Prescription" will be found most effective in building up the strength, regulating the womanly functions, subduing pain and bringing about a healthy, strong, vigorous condition of the whole system.

Dr. Pierce believes that our American forests abound in most valuable medicinal roots for the cure of most of our obstinate and most fatal diseases, if we would properly investigate them; and, in confirmation of this firm conviction, he points with pride to the almost marvelous cures effected by his "Golden Medical Discovery," which has proven itself to be the most efficient stomach tonic, liver invigorator, heart tonic and regulator, and blood cleanser known to medical science. Not less marvelous, in the unparalleled cures it is constantly making of woman's many peculiar affections, weakness and distressing derangements, is Dr. Pierce's Favorite Prescription, as is amply attested by thousands of unsolicited testimonials contributed by grateful patients who have been cured by it of leucorrhea, painful periods, irregularities, prolapsus and other displacements, ulceration of uterus and kindred affections, often after many other advertised medicines had failed.

Both these world-famed medicines are wholly made up from the glyceric extracts of native, medicinal roots, found in our American forests. The processes employed in their manufacture were original with Dr. Pierce, and they are carried on by skilled chemists and pharmacists with the aid of apparatus and appliances specially designed and built for this purpose. Both medicines are entirely free from alcohol and all other harmful, habit-forming drugs. What is said of their power to cure the several diseases for which they are advised may be easily learned by sending your name and address to Dr. R. V. Pierce, Buffalo, N. Y., for a little booklet which he has compiled, containing copious extracts from numerous standard medical books, which are consulted as authorities by physicians of the several schools of practice for their guidance in prescribing. It is FREE TO ALL. A postal card request will bring it.

Dr. Pierce's Pleasant Pellets cure constipation. Constipation is the cause of many diseases. Cure the cause and you cure the disease. One "Pellet" is a gentle laxative, and two a mild cathartic. Druggists sell them, and nothing is "just as good." They are the original Little Liver Pills first put up by old Dr. Pierce, over 40 years ago. Much imitated, but never equaled. They are tiny sugar-coated granules—easy to take as candy.

A SCHOOL ON STRIKE.

Teachers And Pupils Refuse to Work.

BERLIN, Oct. 16.—One of the public schools of the thriving Baltic town of Geestemünde is closed on account of a novel strike in which both teachers and pupils are participating.

When the new school house was dedicated the other day it was discovered that the building was surrounded by a handsome weathercock which portrayed a schoolmaster in the act of flogging a youngster, who was sprawling across the teacher's knee.

The schoolmaster declared that this constituted a flagrant insult to their pedagogical honor, because it conveyed the idea that knowledge at Geestemünde was instilled with the aid of the rod. The pupils felt equally outraged over the insinuation that learning had to be whipped into them. It is probable that the local Board of Education will solve the objectionable weather-cock and ordering the

facetious architect who designed the building to perpetrate no more practical jokes.

A STOREHOUSE FOR POISONS.

You may not think so, but that's what you become when the kidneys are affected. These organs cleanse the body; they are the filters that remove from the blood the waste matter that acts like deadly poison on the vitality and health of the system. Dr. Hamilton's Pills stimulate the kidneys, expel fermenting matter from the bowels, restore the liver and stimulate all excretory and secretory organs. This enables the blood to quickly replenish itself and establishes perfect health. No medicine does such lasting good as Dr. Hamilton's Mandrake and Fennel Pills, 25c. at all dealers.

"Speaking of myself," said the eligible bachelor, "I do not believe in early marriages."

"Nor do I," replied the fair maid.

"High noon is the correct time," Chicago News.

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Christmas and New Year Cards, well Assorted parcel. 100 Cards for 5 shillings. Value 1d, 2d, 3d, 4d and 6d each, 500 Cards for 20 shillings.

1 Gross Jewelled Cards for 9 shillings.

Foreign or Colonial Stamps not accepted. Kindly send Money Order.

BRITANIA POSTCARD CO.

54 UNION STREET, GLASGOW.

HAZEN'S FICTION.

Opposition Leader Guilty of Making Glaring Misstatements Respecting the Central Railway.

In recent issues of the St. John Globe and Telegraph Mr. Hazen has published lengthy articles on the history of the Central Railway. While anyone starts in to write history he should be careful that his statement is accurate and truthful. Mr. Hazen has ignored both truth and fact and produces a statement which is simply a tissue of misrepresentation from beginning to end. In his anxiety to make a case against the government Mr. Hazen resorts to the meanest kind of subterfuge and conveniently forgets that when the offer to lease the road at a rental of \$21,000 per annum was before the House of Assembly in 1906 he and every one of his followers voted against it and therefore voted in favor of the government continuing to own and operate the road. Why Mr. Hazen omitted this act of his from his historical narrative can only be surmised but evidently he thought that his action on this question would be more difficult to explain very satisfactorily. And so it would be Mr. Hazen on every occasion when the affairs of the Central Railway were before the House was particularly bitter on his attacks on the government respecting their policy of developing the coal fields of Queens and Sunbury county but when he was brought face to face with the problem of the province continuing to own and operate the road he stood up in the house and voted with the majority of the government supporters to negative the motion of Hon. Mr. Hill that it was desirable in the interests of the province to accept the offer of Messrs. Greenshields & Greenshields and lease the railway and coal lands controlled by the company or rather the commissioners appointed by the government for the railroad had then been taken over from the company by the government and was being operated in the interests of the province by a commission. This vote of Mr. Hazen and his followers was about the wisest they ever cast in the House and it is difficult to conceive why Mr. Hazen should be ashamed to refer to it in his so-called history.

From every standpoint this history of Mr. Hazen is a remarkable production, fairly bursting with inaccuracies. At the very outset when referring to the subsidies paid the Central railway for the construction of the line from Norton to Chipman Mr. Hazen instead of giving the actual figures which are obtainable in the public reports of the Department of Railways and Canals for the Dominion and the report of the Auditor General's report of the province of New Brunswick gives some fictitious figures from what source he alone knows. He states that the subsidies paid the Central railway were as follows:

From the Dominion ... \$190,000

From the Province ... 130,000

Total ... \$320,000

The report of the Department of Railways and Canals gives on page 3 of Part III the cash subsidy paid to the Central Railway at \$142,000 and the Dominion year book repeats the figures in the list of subsidies paid to the railways by the Dominion of Canada. Most anyone would accept these official statements as correct and better evidence of the contribution towards the enterprise than Mr. Hazen's figures.

On page 7 of the Auditor General's report on the list of Bonds issued by the province the subsidy charged against the Central Railway is \$147,000. This also is better evidence of the amount contributed by the province than Mr. Hazen's ex parte statement.

The figures as revised from official sources therefore stand thus:

From the Dominion ... \$142,000

From the Province ... 147,000

Total ... \$289,000

The difference between the official figures and those furnished by Mr. Hazen is \$31,000 a very convenient sum to have at one's credit in these days of money scarcity.

Passing on the more recent times Mr. Hazen discusses his course in the House and quotes quite extensively from the official reports of the speeches made by Hon. Mr. Hill and himself and then summarizes the total of public funds expended on the Railway since the beginning as follows:

Guarantee of Bonds and Provincial Subsidy ... \$870,500

Dominion Government Subsidy ... 70,000

Subsidies paid on the construction of road from Norton to Chipman ... 320,000

Total ... \$1,260,500

The error of \$31,000 between Mr. Hazen's statement and the official record of the subsidies paid towards the construction of the railway from Norton to Chipman has already been referred to. Regarding the item of \$70,000 which Mr. Hazen gives as the Dominion subsidy paid to the New Brunswick Coal and Railway Company there is also an inaccuracy of \$22,000 inasmuch as the report of the Department of Railways and Canals fix the amount paid as a subsidy to this company at \$48,000. The Auditor General's report of the Province in 1906 shows that the total bonds guaranteed to the province on account of the New Brunswick Coal and Railway Company was \$700,000 while there was paid

to the Railway as subsidy \$77,000. As revised from the official returns the public contributions toward the construction of the Central and New Brunswick Coal and Railway Company is:

Guarantee of Bonds and Provincial Subsidy ... \$77,000

Dominion Government Subsidy ... 48,000

Subsidies paid on the construction of road from Norton to Chipman ... 289,000

Total ... \$1,114,000

The actual payments show a sum \$146,000 less than Mr. Hazen claims was paid. At the last session of the Legislature the government was authorized to issue bonds for the further sum of \$110,000 of which \$40,000 was to provide rolling stock for the road but a considerable portion of this money is still unexpended and therefore not a present liability of the province and it is very doubtful if Mr. Hazen's statement is still \$36,500 out. As a writer of fiction Mr. Hazen would be a much more brilliant star than as a composer of history, particularly when he attempts to deal with figures.

The government has had a more than usually difficult question to deal with in the Central Railway but have grappled with it manfully and in a manner which demonstrates faith in the ultimate result and displaying at the same time a genuine desire to open up one of the most valuable resources of the country—the coal mines of Queens county. And this faith in the future is fully justified by the results attending the operation of the railway. Although handicapped by the fact that extensive repairs and rebuilding have been going on over almost the entire length of the railway its traffic has been developed and is increasing more rapidly than that of any branch railway in the province of New Brunswick. The year 1903 witnessed the first shipment of coal over this railway from Miramichi and every year shows a steady increase. The number of tons of coal handled by the railway since 1903 are as follows:

1903 ... 315

1904 ... 8,153

1905 ... 18,518

1906 ... 31,233

1907 ... 45,095

These figures are taken from the sworn returns furnished the Department of Railways and Canals, and had the Commissioners been able to secure the requisite number of cars the coal tonnage would have been greatly increased this year over the figures of 1906. This car shortage will be provided for in the near future and instead of 45,000 tons of coal it is probable that the tonnage will be doubled during the coming year. New mines are being opened up and the output of those already in operation is being increased. Capital which at discussed the unfavorable reports on the quality of the coal now displays a desire to take hold in earnest, practical experiments having demonstrated beyond all doubt that Grand Lake coal is the very best steam coal coming to the St. John market. It is being used extensively by the pulp mills and factories in St. John all of which would use more if the supply could be guaranteed. The two pulp mills of St. John which burn up over fifty tons per day have proved by daily experience that a ton of Grand Lake Coal will manufacture a ton of pulp while it takes a ton and a quarter of any other coal they can buy.

The pulp mills and cotton mills alone consume about 70,000 tons of coal annually, and this is considerably more than is now mined in Queens and Sunbury Counties. From this it will be seen that there is no danger of the market becoming overstocked. At the present time it is hard to procure coal enough. As the railroad is now paying more than running expenses, with its present traffic there is no reason why in the very near future it should not return a handsome surplus, enough to pay the interest on every dollar the province has invested in the railway. Mr. Hazen's evil predictions concerning the future of the railway lack verification in existing conditions.

The course pursued by the government in retaining possession of this important railway and in putting up the requisite money to repair and equip it, has already been completely vindicated and the general public are realizing that the province possesses an asset in the property which is worth all that it has cost and much more. A great deal has been said about the unfitness of the road to form a link in the Transcontinental railway: its rails and grades being considered unsuitable for a trunk line. An expenditure of \$200,000 would not only relay the railway with 80-pound rails, but would also reduce the grades to the standard of the Transcontinental. This estimate of the cost of these betterments shows very clearly that should the railway be taken over by the Grand Trunk Pacific, that corporation will be fully justified in recompensing the government for all its expenditure on the railway.

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New to the man who never had corns is the pain relieved by Putnam's Corn Extirgator. Old corns and new ones cured quickly by "Putnam's." Sold everywhere.