

SEEK NEW WORLDS TO CONQUER.

G. P. R. Said to Intend Conquest of Labrador—Rich in Minerals and Would Provide an Ocean Ferry for Freight.

Quebec, Feb. 2.—Railway men, civil engineers and legislators not in the secrets of the Canadian Pacific Railway Company are endeavouring their brains to discover the motive that led the company to acquire an option upon the controlling interests of the Quebec Railway, Light & Power Company. (It now transpires that the C. P. R. management have had in mind the acquisition of the local railway for the past two years, and finally went to work to get control through the agency of the Montreal brokerage firm of Messrs. Forget.

The general consensus of opinion in regard to this deal is that the C. P. R. are on the eve of entering upon one of the largest propositions ever conceived by a Canadian corporation, and that the development of the whole practically unknown northeastern part of Canada, so rich in mineral resources. At the same time they will seek a new outlet on the southeastern extremity of Labrador for the exportation of the great grain and other products of the West and Canadian Northwest to the European markets.

DREAM THAT MAY PROVE TRUE

At first sight this may appear absurd to the minds of the general public, but there are engineers, both civil and mining, who have been through this country and are convinced that the C. P. R. are fully aware of the vast stores of mineral wealth that lie hidden in the Hudson's Bay and Labrador, and which they, no doubt, have in their mind's eye for future development.

Geological explorers who have been through the Hudson's Bay and Labrador say the deposits of iron ore in that part of Canada are by far the greatest in the world. They have discovered that the belt of more precious minerals, namely, gold, silver, copper, mica and deposits of asbestos, extends from the Cobalt to the northeastern points of the Labrador, and declare that one day Canada will wake up to discover that the "frozen north" abounds in fabulous wealth.

IS CAP CHARLES THE COAL?

"The Canadian Pacific Railway management have their staff of explorers and experienced engineers, and are not ignorant of these facts," said one of the best informed geological explorers in Canada today.

He has made a thorough study of the Hudson's Bay and Labrador coast

but refused to allow the disclosure of his identity for publication. He said that he had no authoritative knowledge of what the C. P. R. really had in their mind, but he judged that they were wide awake to their own interests, and, having acquired all particulars in connection with Canada's great northern country, not only meant to be the pioneer of its development and share in the benefits of its future, but also sought to extend the great transcontinental railway to Cap Charles, which lies at the eastern southern extremity of the Labrador, at the entrance of the Straits of Belle Isle, that are open to navigation at least nine months of the year, from May to January inclusive. In his opinion this was an object the C. P. R. had in view, not for a passenger route, as the railroad run would be too long and tedious, but as an outlet for grain and other Canadian products.

SNOW NOT A SERIOUS OBSTACLE

Speaking of the snow difficulties in the winter months, the explorer said here was less snow by half on the Labrador than in western Canada, and a railway would not meet with half the difficulties in this respect that are generally experienced in the Northwest. He said that Hudson's Bay and the Labrador coast, and in fact, the whole northern country, simply teemed with mineral resources, and the iron deposits along the Labrador were something immense. It is true that magnetic iron with its titanic depreciation largely abounds, but there were also large deposits of hematite ore, which was most valuable, and the day was not far distant when science would come forward and invent a process that would remove the titanium effects from the magnetic ore that would give it great commercial value for manufacturing purposes. When this day did arrive the resources of Canada in this one particular would be the richest in the world. There was located at Nastaseka, at the east side of the Hudson's Bay, one of the largest deposits of magnetic ore in the world, which was commercially valueless on account of its titanic properties.



PRACTICAL WORKDAY APRON.

There is nothing so indispensable to the housewife as the big apron which may be slipped on over any frock and serve for any kind of work. The one shown is very serviceable because of its detached sleeves, which may be doctored up when needed. The apron is in two pieces, requiring only the underarms seams to be sewed. The pocket is a convenient feature and one or two may be applied. The sleeves are of bishop style, fastening snugly above the wrists so as to protect the dress sleeves. Buttonholes are worked in their upper edges so that they may be buttoned on the shoulder section of the apron. Percale or another material may serve, of which 4 1/2 yards of 36 inches wide are needed in the medium size.

0820—sizes, small, medium and large.

To the Fredericton Herald:

Please send the above mentioned pattern, as per directions given below, to

Name..... Street.....

No.....

To..... Province.....

Measurement—Waist..... Bust.....

CAUTION.—Be careful to send size of pattern wanted. When the pattern is sent measure your need only mark 32, 34, or whatever it may be. When in waist measure 22, 24, 26, or whatever it may be. If a skirt, give waist and length measure. When miss' or child's pattern write only the figure representing the age. It is not necessary to write "inches" or "years." Patterns cannot reach you less than three or four days from the date of order. The price of each pattern is 10 cents in cash or postal order or stamps.

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 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 striking exception to this rule. Their claims to the confidence of invalids does not rest solely upon their makers' say-so or praise. Their ingredients are matters of public knowledge being printed on each separate bottle wrapper. Thus invalid sufferers are taken into 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.

Amongst these writers we find such medical lights as Prof. Finley Ellingwood, M. D., of Bennett Medical College, Chicago; Prof. Hale, of the same city; Prof. John M. Schuder, M. D., late of Cincinnati, Ohio; Prof. John King, M. D., late of Cincinnati Ohio; Dr. Grover Coe, of New York, Dr. Bartholow of Jefferson Medical College, of Pa., and scores of others equally eminent.

Dr. Pierce's Favorite Prescription cures the worst cases of female weakness, prolapsus, anteversion and retroversion and corrects irregularities, cures painful periods, dries up disagreeable and weakening discharges, sometimes known as pelvic catarrh and a multitude of other diseases peculiar to women.

INVADIED BY CONSUMPTIVES.

Calgary Wants Sanitarium for Eastern Invalids.

Calgary, Feb. 2.—Calgary has been burdened in a most alarming manner during the last few years, and particularly during the last few months with a large number of consumptives coming here from eastern Canada. They come here usually with a small amount of money and are unable to work. The result is that they are soon on the hands of the city. They also find great difficulty in getting accommodation. Many heartrending cases are reported every day. At a meeting of the Calgary board of trade last night a resolution was passed calling upon the Dominion Government to establish a sanitarium some place in the mountains where a cure can be effected in the best form.

FOR RHEUMATIC SUFFERERS.

The quick relief from pain afforded by applying Chamberlain's Pain Expeller makes it a favorite with sufferers from rheumatism, sciatica, lame back, lumbago, and deep seated and muscular pains. For sale by all dealers.

Wife—So that all the nurses can flirt with you? Never!—Strana.

Wife—So that all the nurses can flirt with you? Never!—Strana.

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NOTICE TO CONTRACTORS.

Sealed Tenders addressed to the undersigned, marked on the envelope "Tender for Construction," will be received at the office of the Commissioners of the Transcontinental Railway, at Ottawa, until twelve o'clock noon of the 14th day of February, 1907, for the work required for the construction, in accordance with the plans, profiles and specifications of the Commissioners, for the following sections of the Transcontinental Railway, viz:—

(1) District "A."—From a point designated on the plans of the Commissioners at or near the City of Moncton, in the Province of New Brunswick, westerly for a distance of about 50 miles.

(2) District "B."—From a point designated on the plans of the Commissioners at or near the town of Grand Falls, in the Province of New Brunswick, westerly to the boundary between the Provinces of New Brunswick and Quebec, a distance of about 62 miles.

(3) District "C."—From a point designated on the plans of the Commissioners at or near the Quebec Bridge, easterly for a distance of about 150 miles.

(4) District "D."—From a point designated on the plans of the Commissioners about 150 miles west of the Quebec Bridge westerly to a point known as Weymontachene, a distance of about 45 miles.

(5) Districts "E" and "F."—From a point designated on the plans of the Commissioners about eight miles west of the Abitibi River crossing easterly for a distance of about 150 miles.

Plans, profiles and specifications may be seen in the office of the Chief Engineer of the Commissioners at Ottawa; also in the offices of the District Engineers concerned, viz:—Guy C. Dunn, St. John, N. B.; A. E. Doucet, Quebec, P. Q.; and S. R. Poulin, North Bay, Ont.

Persons tendering are notified that tenders will not be considered unless made in duplicate, and on the printed forms supplied by the Commissioners. A complete tender must be submitted for each section.

Tenders shall not be in any way entitled to the classification of "lowest" or any other information given by any person on behalf of the Commissioners, and before submitting any tender, bidders should make a careful examination of the plans, profiles, drawings and specifications, and read the forms to be executed, and fully inform themselves as to the quantity and quality of materials, and character of workmanship required; and are understood to accept and agree to be bound by the terms and conditions contained in the form of contract, specifications &c., annexed to the form of tender.

Each tender must be signed and sealed by all the parties to the tender, and witnessed, and be accompanied by an accepted cheque on a chartered bank of the Dominion of Canada payable to the order of the Commissioners of the Transcontinental Railway, as follows:—

For Section No. 1, District "A," \$75,000.

For Section No. 2, District "A," \$90,000.

For Section No. 3, District "B," \$225,000.

For Section No. 4, District "B," \$75,000.

For Section No. 5, Districts "C" and "D," \$225,000.

Any person whose tender is accepted shall, within ten days after the acceptance thereof, furnish such additional approved security as may be required by the Commissioners; sign the contract, specifications and other documents required to be signed by the said Commissioners; and, in any case of refusal or failure on the part of the person whose tender is accepted to complete and execute a contract with the said Commissioners, and to furnish the additional approved security within ten days after the acceptance of the tender the said cheque shall be forfeited to the Commissioners as liquidated damages for such refusal or failure, and all contract rights acquired by the acceptance of the tender shall be forfeited. The cheques deposited by parties whose tenders are accepted will be deposited to the credit of the Receiver General of Canada as part of the security for the due and faithful performance of the contract according to its terms. Cheques deposited by parties whose tenders are rejected will be returned within ten days after the signing of the contract.

Attention is called to the following clauses in the form of contract:—

"All mechanics, labourers or other persons who perform labour for the purposes of the construction of the works hereby contracted for shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate; and, in event of a dispute arising as to what is the current or a fair and reasonable rate, it shall be determined by the Commissioners, whose decision shall be final."

"This agreement is subject to the regulations now in force, or which may at any time hereafter be in force during the construction of the works hereby contracted for, made under the authority of the Department of Labour, and which are or shall be applicable to such works." (The schedule of Minimum wages determined upon by said department will form part of the contract.)

"The contractor shall, in connection with the whole of the said work, as far as practicable, use only material, machinery, plant, supplies and rolling stock manufactured or produced in Canada, provided the same can be obtained as cheaply and upon as good terms in Canada as elsewhere, having regard to quality and price."

The contractor shall conform to the

fire regulations adopted by the Commissioners; and also to the laws and regulations respecting fires in the different Provinces wherein the work is being performed.

The right is reserved to reject any or all tenders.

By order, P. E. RYAN, Secretary.

The Commissioners of the Transcontinental Railway, Ottawa, Jan. 5th, 1907.

Newspapers inserting this advertisement without authority from the King's Printer will not be paid for it. Jan. 11, -d61.

MAILS CLOSING.

In effect, October 1, 1906.

6 a.m.—For St. John, etc., St. Stephen and Charlotte Co., Carleton, Victoria and Madawaska Counties, and United States.

7.00 a.m.—Woodstock and Gibson Branch Stations, daily.

WAY MAILS—East Side St. John River.

7.00 a.m.—For Keswick Ridge, Southampton, etc., Mondays and Thursdays.

West Side St. John River.

7.00 a.m.—For Springfield, Kingsclear, Prince William, etc., Mondays, Wednesdays and Fridays.

6.30 a.m.—St. John River via Steamer—For Oromocto, Shedfield, Gagetown, etc.

9.15 a.m.—St. John, etc., C. P. Railway stations, East, Nova Scotia and P. E. Island.

10 a.m.—For St. Mary's Ferry, Gibson and Marysville.

WAY MAILS.

2 p.m.—For Nashua and St. Mary's Ferry, daily, New Brunswick, New Maryland, Hawke, Lower St. Mary and Royal Road, Wednesdays and Saturdays.

4.15 p.m.—For Gibson, Marysville, Boiestown, Doaktown, Blackville, etc., Chatham, and I. C. Railway Stations, north and south.

4.45 p.m.—For St. Stephen, W. J. Stock, United States, Montreal, Toronto, Ottawa and North West West Provinces.

8.15 p.m.—For St. John, etc., Nova Scotia and P. E. Island.

4.30 p.m.—British mails via New York, Mondays and Thursdays.

MAILS RECEIVED.

9.30 a.m.—From St. John, etc., and Nova Scotia.

From Hamtown, Royal Road, etc.

11.00 a.m.—From Nasonworth and New Maryland, Wednesdays and Saturdays.

12.00 noon—From Montreal, Ottawa, Northwest Provinces, etc., and United States.

1.20 p.m.—From I. C. Railway Stations, North Shore and Quebec.

St. John River via Steamer.

5 p.m.—From Oromocto, Shedfield, Gagetown, etc.

9.05 p.m.—From Woodstock and Gibson Branch Stations, daily.

8.20 p.m.—From Nova Scotia, P. E. Island and St. John.

WAY MAILS.

7.00 p.m.—West Side River, St. John—From Meductic, and Way Offices, Tuesdays, Thursdays, and Saturdays.

St. John—From Woodstock and Way Offices, Tuesdays and Fridays.

Henry J. Ryan, a campaign manager of Denver said the other day of a canvasser, who, through tactlessness, had offended a voter irreparably.

"The tactless man reminds me of an office boy old Gobsa, I'de used to have."

"Gobsa, with his millions, his fine clothes and motor cars, believed himself a great heart-breaker. There was a little milliner on the next street, a beautiful little woman Mrs. John H. Hackett by name, upon whom he thought he had made a considerable impression."

"And one morning he gave his office boy a sealed note to take to Mrs. John H. Hackett at once."

"The boy set out promptly, reached the millinery shop, entered—found no one there but a fat, ugly man reading a newspaper."

"Well, son?" the man said.

"I have a note," said the boy, "for Mrs. John H. Hackett."

"She out," said the man. "But give the note to me. I am Mr. John L. Hackett her husband."

"Oh, no," said the boy. "I was told to give it to her husband on any account."

LIKE A THIEF IN THE NIGHT.

That's how pain comes. We sit near an open window, get stiff neck or sore back. Perhaps cool off too quickly after exertion—rheumatism develops.

Spend what you may, but money, can't buy anything better than Polson's Nervine. Its penetrating power enables it to reach deep tissues,—that's why it cures aches that all else can't touch. For outward application we guarantee five times more strength than in any other liniment. Inwardly it's harmless and as sure as the hereafter to ease at once. Don't accept a substitute for Polson's Nervine which is the one great household panacea of today.

Grand Clearing Sale

GRAND BARGAINS

NOW OFFERED AT

S. KERNER'S

Bargain Prices for this week.

Don't miss them.

Ladies Underskirts and Drawers worth 35c to 50c Special for 24c only.

Ladies Coats to clear at half their regular price.

Ladies' wool Waists the latest in the market, to clear at half price.

Fancy Neckwear at extra grand bargains.

Men's Suits Overcoats, Pants Underwear, Hose, Suspenders [and Neckwear at Special Grand Values.

We must clear all our Ladies' and Gents' Furs, come and see prices, they must go, prices will do it, come all and save money at

S. KERNER'S

The Store of Satisfaction.

450, QUEEN ST.

Skate Grinding

Best in the City. Skates repaired and put on boots.

'Phone 352-11 WM. C. BURTT, F'ton, N. B.

Maker of all kinds of Keys.

625, QUEEN STREET,

P. O. Box

TROUSERINGS!

sell what I have on hand at a very

low price to make room for new goods.

Come in and get a BARGAIN

W. E. SEERY 550 Queen St.

FREE



OTTAWA, Ont.

Architectural Competition for Departmental and Justice Buildings.

Buildings.

Competitive drawings are invited for Departmental and Justice Buildings to be erected for the Dominion Government at Ottawa, Ont.

The author of the best design will be awarded a premium of \$8,000 the second best \$4,000, the third best \$1,000 and the fourth best \$1,000.

Drawings will be received not later than April 15th, 1907, and are to be addressed to the Secretary of the Department of Public Works, Ottawa.

This competition is open to Canadian architects who have been residents in Canada for one year or more.

Conditions of competition, plans, requirements of buildings and maps showing site, etc., may be had on application to the undersigned.

By order, FRED GELINAS, Secretary.

Department of Public Works, Ottawa, December 12, 1906.

Newspapers will not be paid for this advertisement if they insert it without authority from this Department.

Dec. 18—d3i.

DENTISTRY.

Maritime Dental Parlors.

J. B. CROCKER, D.D.S.

All Dental work done by latest and improved methods.

Teeth extracted absolutely without pain.

Special attention given to treating and saving natural teeth.

Work done at reasonable prices.

Hours: 9 a. m. to 8 p. m.

Office KITCHEN BUILDING

Wedding Invitations

Herald Office

BRIDGE WHIST COUNTERS

We have the real thing for sale

THE HERALD OFFICE

By the use of our improved Electric Light points can be made for any evening. Lady in attendance. 'Phone 93