

Winter's High Living Tells in the Spring

Too hearty eating and drinking—late hours—too little exercise—pass unnoticed in frosty weather, but you feel the effects now in a "sagging" of your whole system.

A teaspoonful of Abbey's Salt every morning in a glass of water will clear out the bowels, tone up the stomach, quicken the action of the liver and kidneys and make life worth living.

Abbey's
Effervescent Salt

Abbey's is the ideal spring tonic. Try it to-morrow morning.

25c. and 60c. at your druggists.

Garden, Field, Flower Seeds

In stock and to arrive—all the best varieties of Northern Grown Seeds. Reliable and true to their kind.

WILEY'S DRUG STORE

SPRUCE GUM

Our gum picker has just brought us a nice lot of Spruce Gum. Rowntree's Gum Pastilles in all flavors just in. Also the Menthol and Eucalyptus and assorted flavors in 1/4 lb. tins at 15c. each.

ARTHUR J. RYAN

CENTRAL PHARMACY. The store that sells Nature's Remedy.

Spring Millinery

TRIMMED AND UNTRIMMED HATS, BONNETS

Children's Hats, Bonnets and Hoods just arrived

MISS MORGAN'S, - York Street

WOOL WANTED

BY
ANDERSON & WALKER, Merchant Tailors
CASH OR TRADE

IT IS HERE

The One-Horse-Power Stickney

GASOLINE ENGINE

with attachments for pump, churn, cream separator, freezers, etc. A general utility motor.

CALL AND SEE IT or write for circular.

—BARRETT'S—

THIS IS ONE OF THE BEST

VALUES IN OUR STRONG

LINE OF

THE

EMPRESS

FOR

WOMEN

3.50

WE WILL

BE GLAD

TO SHOW YOU

THIS STYLE

AT OUR STORE

HEADQUARTERS FOR ROSES

AND GARNATIONS.

Buy home-grown stock—it lasts

longer, gives better satisfaction. New

stock of Ferns and Asparagus. Al-

ways ready to execute good floral de-

signs and dainty wedding bouquets.

Don't fail to patronize the up-to-date

grower. All orders promptly attended

to.

A. M. Schleyer,

Tel. 217

CHARLOTTE STREET

SPRING....

....STYLES

New stock now on our shelves.

A big line to choose from.

VanDine & Co.

Local Agents.

Local Agents.

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PROMPT ACCEPTANCE EMMERSON'S RESIGNATION

The Feeling is General That Sir Wilfrid Laurier Was But Awaiting the Opportunity to Get Rid of the Minister of Railways—The Story in a Nutshell of the Late Member's "Betterment" of the Intercolonial—The Public Eye Will Be On Hon. Mr. Fielding During the Next Few Weeks to See How He Weeds Out the Grafters.

The Moncton correspondent of the Halifax Herald of yesterday writes interestingly of things as they are. While it is generally admitted that Mr. Emmerson will never again be a factor in the politics of this country, it cannot be denied that the curt acceptance by Sir Wilfrid Laurier of his seat in the cabinet has created a bad feeling among the Liberals in these parts. Mr. Emmerson was for many years one of the most prominent figures in the political life of the province. The late Mr. Blair was a more brilliant light while he shone, but Mr. Emmerson was a stalwart, while Mr. Blair was in the doubtful column. That Mr. Emmerson was accorded much different treatment to that extended to the members of the cabinet whose names have been in question in connection with the "wine, women and graft" charges is what sticks in the crops of his friends. The feeling is now general that Sir Wilfrid was but awaiting the opportunity to get rid of his Minister of Railways, and the party press generally voted Mr. Emmerson a success as an administrator of the Intercolonial, and people who did not look into things too deeply generally coincided, but, after all, the Minister of Railways was a politician rather than an administrator, and while the party press and the country applauded, there were irritants beneath the service. Recent senatorial appointments in this province gave considerable offence, and at least two members of parliament had notified Sir Wilfrid that they did not recognize Mr. Emmerson as their provincial leader, and practical railway say in Mr. Emmerson's brilliant statement of the affairs of the I. C. R. a source of future trouble. The truth is that Emmerson's Management of the Intercolonial

if continued, would be disastrous. He made an apparent betterment in the finances last year, as compared with 1905, of something like \$1,800,000. It is not necessary to inquire very far in order to learn how this was done. Freight and passenger rates were increased, and it is estimated that in this way 10 per cent, or \$600,000 or \$800,000 was added to the revenue of the road. How this works is seen in the fact that while the railway, actually carried fewer passengers last year than in 1905, the revenue from passenger traffic was considerably increased.

Then some trains were cut off; but here the real saving ends. How the balance of the apparent betterment in the Intercolonial is accounted for is well illustrated by the story of the man with the rented farm taking everything off and putting nothing on. He robbed the railway of rolling stock last year to the extent of nearly a million dollars. The statement of the I. C. R. accountant, J. J. Walker, shows that there are some 11,000 cars among the rolling stock. Assuming that the average life of a car is fifteen years, Mr. Emmerson, in order to keep the car stock up, should have built last year on operating account at least 600 cars costing \$1,200 apiece at the lowest estimate. But Mr. Emmerson built or purchased just 48 cars on operating account, so that he "saved" in this way some \$600,000. Then there are 350 locomotives on the road, and assuming the life of a locomotive to be twenty years, Mr. Emmerson, in order to keep the stock up to the standard should have built or purchased some 18 or 20 locomotives, costing \$15,000 each. He built absolutely not one locomotive on operating account, a "saving" here of nearly \$300,000—a total saving on cars and locomotives of \$900,000. All the new locomotives and nearly all the new cars put on the I. C. R. last year were bought on capital account, and did not appear at all in Mr. Emmerson's statement of expense of operation.

Here is the story in a nutshell of Mr. Emmerson's wonderful betterment of the financial position of the road. In the meantime all the "fifth wheels" have been going round and drawing their salaries. Graft in the most naked form has been encouraged in the Moncton, Halifax and other land deals, and in the purchase of supplies from "companies" incorporated in Newfoundland, and middlemen of all kinds and degree. A former politician living near Moncton, whose operations have been principally confined to raising oats and potatoes, and cutting coldwood, got some \$30,000 last year for supplying the railway with Southern hard pine. There never was a time when there was less discipline on the road; and the manner of letting contracts should be inquired into. There is

Excellent Opportunity for Mr. Fielding

as acting minister to step in and effect radical reforms. Already it is shown that he has cancelled an order requiring that all reports should go to Ottawa—which was a complete

Hereafter all reports must go to Mr. Pottinger. But this step in the right direction will be of little avail if it is not followed up by drastic reforms in other directions. There is no reason why the Intercolonial run on business principles should not be a good paying property; but in order

to bring about the best results the grafters must be given notice to quit, and the management must get down to the good old fashioned method of buying its supplies from first hands in the open market. The public eye will be upon Mr. Fielding for the next few months, and it remains to be seen how he will measure up to the standard that the great body of the people would like to see fixed in the operation of such a great public utility. To satisfy the public mind in this respect, the minister must begin very near to himself, weed out the men who have no knowledge of the operation of railways and are willing to make them subservient to political considerations, and turn the management unreservedly over to practical men.

Unless the ice at Long Reach moves in the meantime there will be more trouble than usual on the drift drive—the work being hampered by the ice here having moved and the ice at Long Reach being solid. While no more than about 1,500,000 feet of logs are expected to come down in the ice and thus have to be handled by this drift drive, it is possible that there will be as much as 6,000,000 feet to handle and Mr. Miles will be prepared to handle that amount. In all about 60 men will be employed on the drift drive, the largest proportion of them being Sunbury County men.

The boats will leave St. John on Thursday, a fleet of tug boats having been engaged, and they will come up as far as possible with the scows, which will then be left and the boats will proceed up to Gasier's where they will get the men's camp with the men and return.

The Messrs. Miles have been in charge of the drift drive for the past three years and the work has been done in such a manner as to be entirely satisfactory to the Log Driving Company.

The St. John River Log Driving Company's agent with the drift drive will as usual pay 5 cents per stick for all logs picked up by the farmers between the lower end of the boom limits and Woodville's Point.

Piles Cured in 6 to 14 Days. PAZO OINTMENT is guaranteed to cure any case of itching, blind, bleeding or protruding piles, in 6 to 14 days, or money refunded. 50c.

BURT'S CORNER.

Burt's Corner, April 22.—Mr. A. E. Agar, representing Scott Bros. St. John, N.B., registered at the Burt's Corner hotel on the 20th.

Mr. C. E. Inch and Mr. J. L. Merritt, new left on the 22nd for Vancouver, B.C.

Miss Winnie Gilmore, accompanied by Mr. and Mrs. Charles Cameron, left on the 17th for Vancouver, B.C.

Miss Mathilda B. Harris was baptized by Rev. H. T. Cooke Sunday evening, the 21st.

The district roads are now in bad condition. Our roads need due consideration.

Mr. Fred Lovegrove is constructing a new dwelling at the Corner.

Mr. J. M. Jones has purchased a dwelling at the Corner.

Mr. E. Burt will start his big drive on the main Keswick in the near future.

Mr. and Mrs. W. Gilroy are receiving congratulations upon the arrival of a splendid boy at their home.

WALDORF—Specially liked by stout men—very comfortable. Wear it with Asco or wide back. 24 at front. Buy them from a shop.

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THE TELESCOPE HAT

We have just opened a big line of the above hats in pearls and blacks.

STIFF HATS

The range of these hats is now complete. All the latest styles.

We carry the Franklin Derby, Sphinx, Mallory and Christy's Hats.

J. H. FLEMING

INDIVIDUAL MILLINERY

The one special feature about our millinery that recommends it so high is its individuality. We do not bring out several copies of one style but aim to have each style distinct in itself.

Our styles are all exclusive and original designs embodying the latest Parisian ideas and you may always feel sure of having something that is different when you select one of our creations.

THE MISSES YOUNG

Burpee's Seeds for 1907

My stock of Burpee's Seeds is now completed. Almost everything in catalogue. Wholesale and retail. Prices low.

R. T. MACK, - Chemist & Druggist

171 Queen Street, Fredericton, N. B.

JOHN G. ADAMS,

THE LEADING UNDERTAKER.

The best line of funeral furnishings, the best equipment and the best attention.

Down Town, Next Queen Hotel. Phone 26.

PATRONIZE OUR

MADE-TO-MEASURE

DEPARTMENT

If you want Real Satisfaction

The enormous growth of this dept. during the past two seasons is the result largely of satisfied customers.

We've had them tell us frankly that they never had such a perfect fit. They tell others, too, so the good work goes on.

We're able to show three or four times as many patterns as any other house in the city, and with this advantage—clothes are selected direct at the mills in quantities.

A material price saving results.

See our samples and leave us your measure. It will be the means of starting a savings bank account for you.

OAK HALL,

C. H. THOMAS & CO.

GOLD - BOND - SHOES - FOR - MEN

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June 30/02