

FOR SALE.

A grist mill, carpenter's work shop a oining, house, two barns, hog house and three acres of land, at Northampton, seven miles below Woodstock, on the east side of the river, situated about two rods from the highway road and about six rods from the river. Apply on premises to HUGH GIBSON, Northampton. Aug. 19-14.

BRISTOL WOODWORKING FACTORY

Having Repaired and Replaced Machinery, is ready to do First-Class Work at lowest possible prices.

MANUFACTURERS OF DOORS SASH MOULDINGS HOUSE FINISH SHEATHING ETC., STAIR WORK.

Prices to suit the times. Estimates given. Orders promptly executed. Write or call.

JOHN J. HAYWARD, BRISTOL, N. B.

First-Class Work in every line of the Tinsmith Business

We have secured the services of an experienced man and can turn out work of the best sort. A full line of Tinware, Graniteware and Stoves.

McAfee's Tin Shop, Woodstock.

Elephant Paints Are the Best For All Purposes.

SEMPLÉ BROS., Agents.

Plumbing Tinwork in connection with Semple Bros., HARDWARE, East Florenceville.

MUSICAL HEADQUARTERS.

Pianos

Mason & Risch, Bell, Dominion, Karn.

Organs

Bell, Dominion, Karn.

Sewing Machines

The New Williams.

Violins, Mandolins, Harmonicas, Banjos, Accordions. A full line of first-class strings always in stock.

C. R. WATSON, Agent, Woodstock, N. B.

HOTEL FOR SALE.

That nicely situated private hotel on Chapel street known as the Turner House. This house has all modern improvements, is in first class repair and has a large patronage among the best class of people who visit town. For further particulars and terms apply on premises to MRS. W. L. ALBERTON, Chapel St., Woodstock, I mo.

WOODSTOCK, N.B., AUGUST 31, 1904.

A MAN OF MANY CARES.

The Duties of a Train Despatcher Soon Turn his Hair Gray.

(From the Chicago "Chronicle.") The duties of a train despatcher are probably more trying than any other railway position. Some years ago President Ledyard, of the Michigan Central, remarked: "I wonder why it is that all our train despatchers are gray-bearded—even those under 30 years of age." A division superintendent who was with the party and who had himself been promoted from a despatcher, replied: "Mr. President, I think that if there is anything calculated to encourage gray hairs it is to sit over train sheets for eight consecutive hours and deal out train orders and do the other necessary work incumbent on the position. The despatcher is practically the sponsor for every railway man on his division. In case of a wreck he has to know the address of the nearest section foreman, how to reach him with a message and about how many ties and rails are on the section. Also at what particular point this material is piled up. If the accident happens at night the despatcher must know what telegraphers can be depended on to execute his orders promptly. Some night operators get "dozy" after midnight, and it would be considered poor policy to put out an order at their station, as a serious delay might occur.

"The train despatcher is the only official who knows the peculiarities of the operators along the line and has to be governed accordingly. It would naturally be thought that a despatcher could put out a train order to any operator on the line who was regularly employed by the company, but an attempt to do so might be received by the head official like a recent northern case, where the superintendent called down a despatcher for putting out an order at a certain station. The despatcher tried to justify his actions by saying that the operator was regularly employed at that point, and had been holding down the job for several years. "Yes, I know that," replied the official, "and you ought to have learned by this time that Jones (the operator's supposed name) cannot keep awake after midnight." As a matter of equity the despatcher was not at fault any more than any other despatcher, who gave a slow train a little time on a fast train and the latter was delayed 15 minutes. The superintendent, asking for an explanation from the despatcher, was told that the slow train only had a dozen cars and engine No. 233, which ought to have handled 40 cars and made the run. "They ought to have made it," replied the superintendent, "but did you ever know Engineer Slowboy to make time—and furthermore, he had Conductor Awful Tired behind him, and it takes him about 20 minutes to get from the caboose to the telegraph office."

"Another despatcher put out an order once to an operator who could not keep awake after 11.59 p. m., and while in his usual somnambulistic state the train he was to hold ran by the station, a heavy windstorm having put out his signal. Of course it was the duty of the engineer to have stopped when he discovered the signal light out. It was the duty of the fireman to have called the attention of the engineer to the fact that the light was out. The conductor and two brakemen were also supposed to be on the lookout for such evidences of dereliction of freaks of nature—but as a matter of fact the engineer, conductor and both brakemen were asleep, and as the station where the order was out happened to be on the top of a hill the poor fireman was so busy shovelling coal he did not notice the signal light being out as the train approached the station, and unfortunately the fireman was the only man killed in the wreck which subsequently occurred.

"Who was to blame? Most people would say the sleepy operator and train crew, but the officials held that the train despatcher should not have put out his order to an operator he ought to have known could not keep awake, directed to the conductor and engineer of a train early in the morning—both of whom were known to be red hot in their pursuit of the goddess Morpheus. It did not do any good for the despatcher to ask why such men were kept in the service of the company; he was coolly informed that he ought to have foreordained what would have happened and that his services were no longer required.

"Yes, the train despatcher has to be a first-class clock regulator. The clock in his office that he runs trains by is supposed to be accurate—at least it is used to settle all disputes about time. No. 6, which has just left Old Point Comfort at 6.15 p. m., is suddenly reported by the operator at Fairfax. "Just 6.11 now." "You're 20 minutes slow; it's now 6.31 p. m.; you better get that clock fixed."

"The agent has ordered a new one, but it has not come yet." "How many cars did No. 17 have?" "I don't know." "Didn't you see them go by?" "I saw part of them, but I was putting some wood in the stove." "Yes; you have been asleep." "Then there is a fight for circuit, in whi

the despatcher usually wins out, as he is officially entitled to use the figures "19," which means clear the wires for train orders, which takes precedence over the president of the road's signal. After this little jolt to the despatcher's nerves some one calls up on the telephone and wants to know when Brakeman Johnson will be in. A message is then received stating that a certain conductor has refused to pick up a car of stock because the way bill does not show whether the man is entitled to a return passage or not. By this time the office porter begins to get in his work, and after he has renovated the office thoroughly the nerve-shaken despatcher starts for home; every sound he hears on the street is a lullaby, every English sparrow a bird of rare plumage, and he vows to himself that if he could find anything else to do he would quit that old grind forever.

Wealth Which is Not Earned.

In the Saturday Evening Post is given a description of how some very rich Americans waste their possessions in riotous living. There is, the Post says, now approaching completion in New York an inn with accommodation for 200 people of the class referred to. The walls of the rooms are not papered but hung with satin damask, costing \$17.50 per yard, and the sofas, chairs, and tables in single rooms cost \$4,000 to \$10,000. For the use of a sittingroom, two bedrooms, and two bath rooms in this house, \$12,500 a year will be charged, exclusive of meals. A suite of five rooms and two baths will cost \$100 to \$150 a day. \$700 a week, or \$20,000 to \$25,000 a year; also without meals. The cost of food is \$10 to \$20 per day for each person, and this does not include wines, which can be bought at \$6 to \$30 per quart. At this hotel none but adults will be accommodated, the restriction being due to the fact that a thoughtless child could in five minutes cause as many thousand dollars in damage to the rich hangings.

This hotel furnishes merely one example of the sort of extravagance prevailing in a certain set. One man and his wife in New York are paying \$15,000 a year for nine unfurnished rooms on which they have spent in addition \$60,000 in decorations. A "bachelor maid," the daughter of a Wall street broker, recently deceased, pays \$15,000 for fifteen unfurnished rooms and four baths. The Equestrian Club of New York not long ago gave a dinner at a Fifth avenue hotel at which each guest ate his dinner seated on horseback, the food being served on pommels attached to the saddles, the service being performed by waiters dressed as grooms, and who used mounting blocks to reach the tables. The cost in this case was about \$200 for each plate.

We have not as yet gone to such extreme lengths in Canada, but we are going in that direction. And every time one man is enabled by means of tariff advantages, a railway subsidy, a bounty on iron, or the gift of a franchise to exact unfair toll from his neighbors, the pace is accelerated. All such follies as those briefly described, and the evil consequences following thereon, have their basis in wealth which is not earned.

Fish That Are Not Fish.

Sombody has said that apple-pie is pie and all other pie is only pastry. It appears from the following story, told by the author of "Caribou Shooting in Newfoundland," that there is a similar distinction between fish and fish:

On our way into the interior of Newfoundland part of our route was over a lovely lake, five miles long by about three-fourths of a mile wide. We had not proceeded far when I thought I could occasionally see the water break with a splash in close proximity to the canoe. Seated in the bow, I turned to the native who was handling the paddle in the stern, and inquired whether there were any fish in the pond.

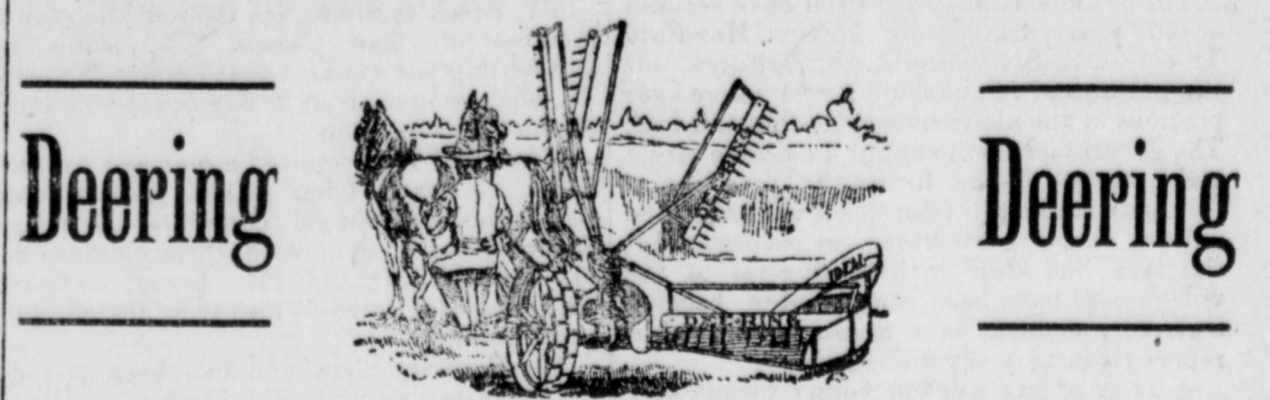
"Fish? No, sir—no fish, sir." Presently, when about half-way up the lake, and just as the sun was peeping over the eastern horizon, I saw not six feet from the bow of the canoe a magnificent salmon rise to the surface, and with a swish of his tail disappear to the depths. Again I turned to my friend with the remark: "Daddy, did I understand you to say that there were no fish in this lake?" "No fish, sir—no fish, sir." "Yes, but—I beg your pardon—I—what I took to be a twelve or fifteen pound salmon break the water not six feet from the bow of the canoe." "Oh, yes, there was a salmon. There are trout and salmon in all these waters, but I count anything as fish, sir."

Piles To prove to you that Dr. Chase's Ointment is a certain and absolute cure for each and every form of itching, bleeding and protruding piles, while in the daily press and ask your neighbor what they think of it. You can use it and your money back if not cured. 60c a box, at dealers or EDMANSON, BATES & CO., Toronto.

Not Yet. "Detroit is sadly behind the times, isn't it?" "Why, how dare you say so?" "It hasn't got a single 'sacrtified tavern,' has it?"

DEERINGS AWAY AT THE TOP!

Our sale of Deering Mowers in Carleton County this season has equalled, if not exceeded, the sale of all other makes of machines combined. The people know that Deerings lead.



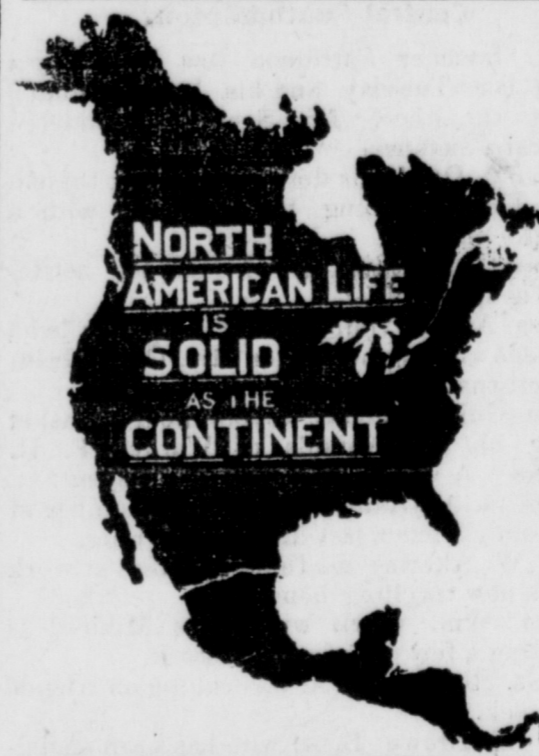
THE DEERING REAPER

Is the same splendid machine that the Mower is. All fitted with Roller and Ball Bearings, High Rake Stand, Folding Table.

Sold only by us and our agents. We have DEERING BINDERS, too.

Balmain Bros.

Woodstock, July 27, '04.

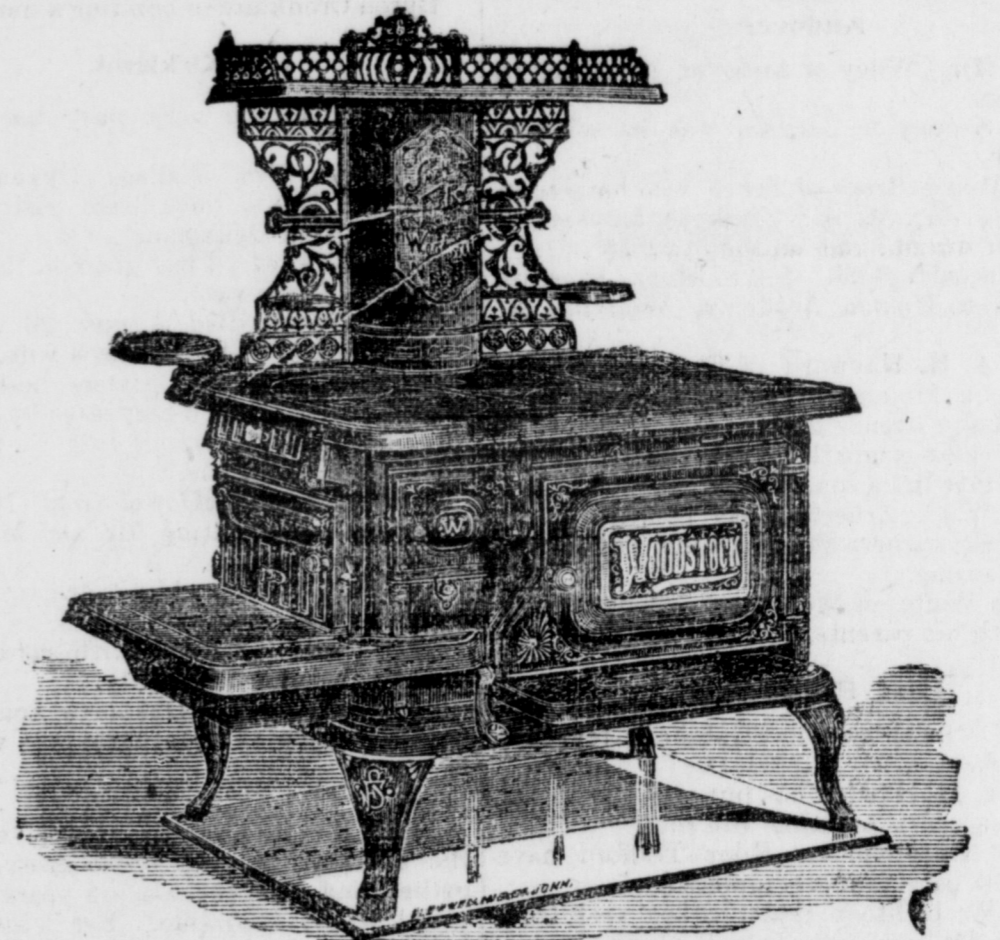


Comparison of Three Septennial Periods.

Table with columns for New Business, In Force, Income, Assets, and Net Surplus for the years 1882, 1889, 1896, and 1903.

WRIGHT & EVERETT, PROVINCIAL MANAGERS, ST. JOHN, N. B.

THE WOODSTOCK RANGE.



The Methodist Parsonage, Jacksonville, Carleton Co., N. B., Oct. 11th, 1902. Messrs. Small & Fisher, Woodstock:

Gentlemen,—After upwards of thirty years experience with a large variety of cook stoves, none has ever given the satisfaction derived from your "Woodstock." It is a perfect heater and baker, keeps the water tank hot day and night, with less fuel than any stove we have ever had in our parsonages.

Yours faithfully, JOHN C. BERRIE. P. S.—I kept the fire going night and day from the 1st of October to the end of March with less than five cords of hardwood.—J.C.B.

SMALL & FISHER COMPANY, Limited, WOODSTOCK, N. B.

WOODSTOCK WOOD-WORKING COMPANY, LIMITED,

MANUFACTURERS OF Doors, Sashes, Blinds, School Desks, Sheathing, Flooring and House Finish of all kinds.

We employ a first-class Turner, and make a specialty of Church, Stair, and Verandah work. Call and see our stock or write for prices before purchasing. All orders promptly attended to.

Just imported, a consignment of No. 1 White Wood. Clapboards for sale. N. B. Telephone No. 68-3. Union Telephone No. 119.

FOR SALE.

On Main Street, Upper Woodstock, that corner residence and store with lot of land 60x220 feet, owned and occupied by Mrs. Wm. Mackintosh, the house contains eight rooms besides a large store and would be a valuable property for any one starting a business or as a residence as it is convenient to the trains and market. The garden contains apple and plum trees besides all small fruits and can be inspected at any time. Intending purchasers apply on the premises. Aug. 31, 4 ins.

LUMBER FOR SALE.

A quantity of dry hemlock boards. Apply at this office, or to A. E. PLUMMER, Waterville. Aug. 24th, 4 ins.

HOUSE TO RENT.

In a desirable locality—containing ten rooms—modern conveniences. Opposite Reformed Baptist Church, Victoria Street. Inquire of C. R. Watson. 1m—Aug 17.