

PROFESSIONAL CARDS

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WOODSTOCK, N. B.

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Latest Designs

WALL
PAPER

The patterns this season are
particularly pleasing.
CALL AND SEE THEM.

W. H. Everett, Woodstock.
No. 6 Main Street.
Near Bridge.

MONEY TO LOAN
On Real Estate.
APPLY TO D. McLEOD VINCE
Barrister-at-Law, Woodstock, N. B.

**Dr. McGahey's Condition Blood
Tablets.**
For building up sick, weak and run
down horses and cattle. They prevent
and cure sticking of the legs, the result of bad blood.
They are the strongest blood purifying medicine in the
world for horses and cattle. One to three packages will kill all
the worms in any horse, leaving the animal in a healthy, salu-
able condition. Price, 25 and 50c. Dr. McGahey's Kidney and
Cough Powders, 50c.
Dr. McGahey's Heave Cure for broken winded horses, the
only medicine in the world that will cure the heave. Price,
\$1.50 and \$2.00 per bottle. The Dr. McGahey Medicine Co.,
Kempville, Ont., Canada.
Sold by Garden Bros.

TELL The Advertiser You saw his ad.
in THE DISPATCH.

Loss of Flesh

When you can't eat break-
fast, take Scott's Emulsion.
When you can't eat bread
and butter, take Scott's
Emulsion. When you have
been living on a milk diet and
want something a little more
nourishing, take Scott's
Emulsion.

To get fat you must eat
fat. Scott's Emulsion is a
great fattener, a great
strength giver.

Those who have lost flesh
want to increase all body
tissues, not only fat. Scott's
Emulsion increases them all,
bone, flesh, blood and
nerve.

For invalids, for con-
valescents, for consumptives,
for weak children, for all
who need flesh, Scott's
Emulsion is a rich and com-
fortable food, and a natural
tonic.

Scott's Emulsion for bone,
flesh, blood and nerve.



We will send you
a free sample.

Be sure that this picture
in the form of a label is on
the wrapper of every bottle
of Emulsion you buy.

SCOTT & BOWNE,
CHEMISTS,
Toronto, Ontario.
50c. and \$1; all druggists.

What is the Proper Basis for Railway
Rates?

When railway companies are asked either
to reduce their rates or assume their fair
share of the burden of public taxation, they
at once raise the cry that they cannot meet
either the one demand or the other without
facing danger of bankruptcy. They say that
even under present conditions they are not
earning the dividends to which they are en-
titled.

Let us examine this contention for a
moment.

It is true official reports indicate that rail-
way companies are not paying very high
dividends. These reports show that the net
income of all railways in the Dominion in
1902, over and above operating expenses,
amounted to something more than \$26,000,-
000. In other words, after paying wage bills,
the upkeep of lines, and meeting all the bills
for damages resulting from collisions, etc.,
the railway companies of Canada had in that
year \$26,000,000, to the good. This is a
considerable sum, but after all it is sufficient
to pay only about 3 per cent. on the capitaliza-
tion of these carrying companies. But in
this matter of capitalization lies the weakness
of the companies' position. The capitaliza-
tion is largely fictitious. The capital of the
Grand Trunk, for example, is placed at
something like \$100,000 per mile, while the
report presented by the commission which is
building the Temiskaming Railway for the
Ontario government shows that existing rail-
ways could be duplicated for about one-third
this sum. What right have these carriers to
ask that rates shall be based on a valuation
of \$100,000 per mile when \$35,000 would
replace the equipment provided? Why should
the people of Canada be expected to pay for
all time to come dividends on a capital
which represents, not the actual cost of
construction, but all the waste and misman-
agement that characterized the early years in
the history of the Grand Trunk? Why,
again, should they be expected to pay divi-
dends on Canadian Pacific stock (which is
today rated at a good deal more than its face
value) when the actual amount of money put
into the road on account of much of the stock
issued was not more than 25 cents on the
dollar?

But, aside from this aspect of the case al-
together there is the other phase of the
question: Would the reduction of passenger
and freight rates cause injury to the great
lines of railways? We believe the evidence
warrants a negative answer. Postage on
letters has within recent years been reduced
by one third. When that reduction was
made the revenue of the postal service came
far short of meeting the expenditure. To-
day the revenue exceeds the expenditure.
Why? Because lowering the rate has increas-
ed the business. With a reduction of passen-
ger rates from 3 to 2 cents per mile traffic of

this nature would be so largely increased
that the railways should be benefited rather
than injured.

The same statement applies to freight rates.
At present the fruit men of the Niagara dis-
trict pay to the carrying companies more than
one dollar for every three dollars worth of
fruit carried to Montreal, and the cost of
shipping apples from Ontario to the North
West is about double the first cost of these
apples. The reduction in rates here, again,
would cause such an increase of business that
the railways would gain more by the increas-
ed traffic than they would lose by a reduction
in the rate per ton.

Look at it from what standpoint you will,
the demand for a reduction in freight and
passenger rates is based on justice to the
people and granting it would not involve
injustice to the carrying companies.—Toronto
Sun.

Hardy Plums.

There is a very large territory extending
over part of the province of New Brunswick,
a large part of the province of Quebec, the
Eastern and Northern parts of Ontario, and
the prairie provinces, where the European
plum cannot be grown successfully. Al-
though the cities, town, and villages in some
parts of this territory are well supplied with
ripe fruit from the more favoured parts of the
province of Ontario, there is an immense
tract of country in which the people get few
plums to eat in the fresh condition. During
the past 15 years the native plums in some
sections of country have been a total failure
owing to a disease closely related to the
Apple Spot Fungus which causes the fruit to
wither and fall before the plums are full
grown. This can be prevented by thorough
spraying with Bordeaux mixture, as recom-
mended in a Bulletin published at the Ex-
perimental Farm Ottawa. There is a class of
plums, however, which will bear fruit every
year and are but little, if any, affected with
this disease, namely, the native plum of the
United States, Prunus Americana. This plum
has during the past few years been greatly
improved, and a large number of named
varieties have been disseminated. At the
Experimental Farm there are no less than 100
named kinds growing. Some of these are
very fine and, although not considered by
most people quite equal to the European
plums, are delicious when eaten out of hand,
and if properly cooked make good preserves
also. The season of these plums is from the
last week of August to October. Of the best
of those which can be bought in Canada may
be mentioned Hawkeye Stoddard, and De-
Soto. The Cheney is another excellent sort
and earlier than the others. It is an improved
plum of the Canadian species. Other varie-
ties which are not yet sold to any extent by
Canadian nurserymen, but which are among
the very best varieties, are, Bixby, Mankato,
U. S., Perry, Smith, Atkins, Bender, Queen,
Kieth, Etna. Further information regarding
these plums will be found in a Bulletin on
Plum Culture by the Horticulturist of the
Central Experimental Farm, Ottawa, W. T.
Macoun, which may be had on application.

Canada and the Grain Trade.

The course of the grain trade still is engag-
ing the attention of some of the more serious
New York journals. The alarm of the
summer seems to be passing into resignation.
They are coming to the opinion that the
United States henceforth will export a dim-
inishing quantity of wheat. Large Western
areas, which formerly relied on wheat as their
staple, are developing a complexity of inter-
ests, their industries are increasing in diver-
sity, and they are devoting less energy to the
production of foodstuffs. Simultaneously,
the Eastern States are increasing their
manufacturing interests, and thus afford a
larger home market for Western food products.
The American production of wheat tends to
decrease, as the American demand tends to
increase. Consequently, there will be less to
export. This process has a further effect.
The wheat areas are being pushed back, to
the Northwest into Manitoba and our Terri-
tories, and to the southwest into the region
west of the lower Mississippi. Not only is
the distance from the European market in-
creasing, but routes are being developed
shorter than those which lead through New
York. The tendency is irresistible, The New
York Journal of Commerce confesses, for the
grain of the Canadian West to take the route
through the St. Lawrence Valley, whether
by water or by rail. Moreover, it recognizes
that the grain available for export from the
Continent to an increasing extent will be
Canadian-grown. According to the testimony
of New York, the moment is highly propitious
for a national effort to turn this coming Cana-
dian trade into Canadian channels.—Toronto
News.

Dead Out of Doors.

(Richard Burton in the March Atlantic)
High from the ground, and blown upon by
air
Sun sanctified; caught from corruption's
mould,
Girded by streams amidst the foot hills fair,
With wind-chants making music sweet and
old,
This red man rests: unto the elements
He doth return; his soul soars glad and free,
And when his body seems, in going hence,
To say: "Oh, Grave, where is thy victory?"

The Worm That Turns.

(Richmond Missourian.)

Thinking that the city papers might have
some personals and locals of similar local
import, the Missourian has picked out a few
characteristic items without calling the names
of the great metropolitan organs.

Here are the items:
Mister Myllere has purchased a silver-plat-
ed monkey-wrench for his automobile.

The Ladies' Rattle-Dazzle Seven-up Club
met last night, but didn't hold any session,
because the president had a slight headache.

Miss May Smythe has a perfectly lovely
and awfully grand new piano.

The Daughters of the Higher Standard
failed to meet last night as the moon shone
so bright that the ladies were afraid to go
out in low neck dress lest their backs might
freckle.

Madame Leader was indisposed last night
and could not attend the Tiddleywinks ball,
don't you know, because she had bought the
wrong brand of drug store complexion.

Self-Possession.

On account of the dissipated habits of the
assistant bookkeeper, the head of the firm
had decided to fire him, but in the kindness
of his heart he proceeded to break the news to
him gently.

"Mr. Debbitt," he said, "I am sorry to
learn that you have made up your mind to
resign from our employ, your resignation
taking place four weeks from today."

But the assistant bookkeeper did not lose
his presence of mind.

"Yes," he replied, "I find the close con-
finement of the office has begun to affect my
health. But I want to thank you, Mr. Spot-
cash, for your kindness in making me a pre-
sent of \$250 in view of my long service with
the firm, and in offering me the privilege of
resigning now, if I prefer, with a further
present of two weeks salary."

Mr. Spotsdash was somewhat taken aback,
but he made out a check for the amount and
handed it over.—[Chicago Tribune.

To Cure a Cold in a Day

Take Laxative Bromo Quinine Tablets. All drug-
gists refund the money if it fails to cure. E. W.
Grove's signature is on each box. 25c.

Russian Soldier Chords.

A French writer describing the Russian
soldiers says that it is a pleasure to see a de-
tachment of improvised musicians marching
at the head of cavalry singing with the full
strength of their lungs to the accompaniment
of fife and drums.

Music plays an important part in the life
of the Russian soldier, from the regiments of
the guard and the famous Preobrazhenski
Regiment, with their bands over 100 strong,
to the regiments on service in remotest Asia
and the dreary Pamirs with their improvised
choirs.

In addition to these improvised bands each
regiment has at least one "funny man," who
with his caperings and jests beguiles the
tedium of the march.

It is said the Russian infantryman prefers
to do without his instrumental music rather
than his singing men. That is not surprising,
considering that with the exception of the
guards and a few favored regiments, the
music of the drum is the sole instrumental
music he is privileged to hear.

Mixed Metaphor.

Somebody has been writing some wisdom
to American newspapers from Toronto, about
the effect on Canadian sentiment of the
Alaskan decision. In the course of the article
occurs the following brilliant mixture of
metaphors, to which a correspondent of The
New York Evening Post has drawn attention:
"The people of Western Canada are bitter
because of this, and the general trend of
opinion seems to be that the action of the
British commissioners has started a wave of
popular opinion which may be the opening
wedge of the weaning of Canada from the
patriotic reliance upon the Mother Country
which has marked the Dominion in the past."

Lining Out the Hymn.

A colored "expounder" got mixed while
attempting to "line out" a hymn from mem-
ory. The correct reading of the first verse
is as follows:

"Could we but stand where Moses stood
And view the landscape o'er,
Not Jordan's stream, nor death's cold flood
Could fright us from the shore."

But this is the way the embarrassed broth-
er rendered it:
"Could we but climb where Moses stood
En view de landscape o'er,
Not Johnson's dream, nor deep col' mud
Could keep us off de shore!"
[Atlanta Constitution.]

WARM FEET



KARS' ELECTRIC INSOLES
The greatest comfort and luxury of modern
days; magnetic fire under your feet; the great-
est life-protective known; keep your feet warm
all the time, even if standing in water, snow
and ice. Sent by mail to any address, post
paid. Price 50c per pair.
Write for our book on Electric Belts and
other body appliances. It's free. Address
The F. E. KARS CO., 132 Victoria St., Toronto



"King Baby Reigns"
BABY'S OWN SOAP
Pure, Fragrant, Cleansing
A Safe Soap for a TENDER Skin
A Good Soap for ANY Skin
Albert Toilet Soap Co., Mfrs.
MONTREAL.
There is no other just as good.

We Do First-Class
HAND LAUNDRY
WORK—AND CHEAP.

Shirts 4c, Collars 1 1/2c, Cuffs 4c, Undershirts 4c,
Night Shirts 5c. Shirt collars ironed straight so
as not to hurt the neck; stand-up collars ironed
without being broken in the wing. They done to
look like new. Family work promptly done and
work cheap. Parcels called for and delivered.
Please call and try; if not satisfactory will be re-
peated free. The proprietors will guarantee satis-
faction in this line at cheapest rates. Give us a
call. Please open parcel and see that your work
is properly executed. If it suits you please recom-
mend us to your friends. Goods called for and
delivered when desired to any part of the town.

WAH SING,
QUEEN STREET.

FARM FOR SALE.

The undersigned offers for sale his valuable
farm containing 250 acres more or less, 175 acres
cleared, well watered, the balance well wooded,
five barns, two houses, wood-shed, carriage-house
and other out-buildings, also a good orchard; situ-
ated five miles from Woodstock, seventy rods
from school house and Post office. Sold with or
without stock and farming implements, and at a
bargain. HENRY BLACKMORE, Plymouth,
N. B.
Feb'y. 10-3mos.

FARM FOR SALE.

Situated in Parish of Woodstock nearly five
miles from town, one quarter mile from school
house and post office. Contains 150 acres more or
less, 90 acres cleared, well watered, fine growth of
hard wood. Large orchard, good dwelling house,
three barns, carriage house, sheds etc., all in good
repair, and land under excellent state of cultiva-
tion. Sold with or without stock, farming imple-
ments etc.
ROBERT PERRY,
Plymouth, N. B.
Jan. 27 3 mos.

Keep Your Eye
On the Horse
In the Window,

And he will constantly suggest
to you things in the HARNESS
line you need.

- 2 Sets Second Hand Double Driving
Harness.
- 1 Patent Shift Waggon Pole and Yoke,
Second Hand.
- 10 Sets Second Hand Single Harness.

Horse Blankets and Robes.

FRANK L. ATHERTON

(At the Sign of the White Horse)
King Street, Woodstock.

Canadian Pacific Railway

In effect October 11th, 1903.

DEPARTURES—Atlantic Standard Time.
(QUEEN STREET STATION.)
6.45 A. MIXED—Week days—for Houlton Mc-
Adam St. Stephen, St. Andrew, Fred-
erickton, Saint John and East; Bangor, Portland,
Boston, etc. Palace Sleeper car McAdam to Hall-
fax. Dining car McAdam to Truro.
9.05 A. MIXED—Week days—for Aroostook
Mt. Jct. and intermediate points.
11.28 A. EXPRESS—Week days—for Presque
North, River du Loup and Quebec.
12.30 P. MIXED—Week days—for Frederic-
ton, etc., via Gibson Branch.
2.20 P. MIXED—Week days—for Perth Jct.
Mt. Plaster Rock and intermediate points.
5.59 P. EXPRESS—Week days—for Houlton,
Mt. Adam St. Stephen, Saint Andrews, Fred-
erickton, Saint John and East; Bangor, Portland,
Boston, etc. Palace Sleeper car McAdam to Hall-
fax. Dining car McAdam to Truro.
ARRIVALS.
11.12 P. M.—MIXED—Week days, Fredericton,
etc., via Gibson Branch.
11.28 A. M.—EXPRESS—Week days, from Saint
John and East; Fredericton, St. Stephen, Houlton
Boston, Montreal, etc.
1.15 P. M.—MIXED—Week days, from Plaster
Rock and intermediate points.
5.59 P. M.—EXPRESS—Week days, from Presque
Isle, Carleton Place, Edmundston, etc.
7.20 P. M.—MIXED—Week days, from Aroos-
took Jct.
11.10 P. M.—MIXED—Week days, from Houlton,
Fredericton, St. John and East; St. Stephen, St.
Andrews, Bangor Portland, Boston, etc.
C. B. FOSTER D. P. A., St. John