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**Ocean Mails and How They are Worked.**

"The life of a clerk in the ocean mail service," said an official to the writer recently, "is by no means such an easy-going one as some people imagine. I have been superintending the foreign mails now for the last six years, and I can assure you that the work is often hard and trying. Of course, there are times when the mail is fairly light, but as a rule we have to be on duty from six in the morning until ten at night in order that the work may be completed by the time we reach port.

"During stormy weather, when the vessel, perhaps, is slowed down to half-speed and we are, in consequence, a day or more late, the officials at head-quarters think that we have all the more time to complete the mails, never realizing how our difficulties are increased by seas which almost prevent the clerks keeping their feet.

"I remember on one occasion superintending the mails on board the Treve, a vessel belonging to the North German Lloyd, when the weather was the worst I have ever experienced. We had all been working extra hard, for the mail was a heavy one, and most of us felt pretty bad from sea sickness, when a tremendous sea struck the boat, pitching us all on to our backs. We should not have minded that so much, for we landed on some sacks, but the sorting-rack, which was full of letters, was completely emptied, and when we rose we were knee-deep in mail. All the work, of course, had to be gone over again, but in spite of this we managed to have everything complete by the time we reached our destination. On such a vessel as the Kaiser Wilhelm II. such an accident could not occur, for she is the steadiest boat and the best appointed that I have ever served on."

In response to an invitation from the Foreign Postal Department the writer was taken over the post-offices of the New York and the Kaiser Wilhelm recently, when the whole system of the ocean mail service was explained to him. The New York had just reached port after one of the stormiest voyages she had experienced during 1903.

The post-office on this vessel is in the steerage, and the accommodation for the proper working of the mails appeared to be somewhat meagre. The arrangements in the room differ little from those on land, consisting of the usual sorting racks, tripods on which the sacks slung, tables, etc. The mail bags are kept below, and when wanted have to be brought up three flights on the backs of sailors who are told off to look after this part of the work. The room, of course, is lit with electric light, and everything is scrupulously clean. The officials are furnished with comfortable cabins and take their meals with the saloon passengers.

On the Kaiser Wilhelm the accommodation is far superior. The office is situated in the best part of the ship, the sorting and registration rooms are large and commodious, and the sacks are brought up from below by electric lift. I was informed by the officials on this vessel that nothing which could facilitate the working of the mails or add to the comfort of the clerks had been overlooked by the directors of the North German Lloyd Company, a state of things which the hard-worked clerks were not slow to appreciate.

"Some of these men," explained my guide, "become so expert at sorting that they work almost automatically, many of them being able to put their finger on any particular town marked on the rack blindfolded. On an ordinary Western trip," he continued, "we carry on an average about 250,000 letters and some 10,000 pieces of registered mail. The latter have all to be written up in detail in our books during the voyage, and this takes more time than the actual sorting."

"We do not always manage to finish the work by the time we reach port, and when such is the case we accompany what is left to the General Post Office and complete the job there. Any additional assistance we may need during the trip which can be performed by members of the crew we are welcome to, but, of course, the technical part of the work can only be done by those who have had considerable experience in postal matters.

"The only lines that at present have ocean post offices are the Atlantic and the North German Lloyd, but early in the spring the White Star Line will be similarly installed. Formerly the Saturday mails from New York were carried by the Cunarders.

"The clerks in the ocean mail service receive a trifle smaller salary than their brothers on shore, but to compensate for this they are given first-class transportation, have their meals in the first saloon (except in the case of the North German Lloyd vessels, where they have the luxury of their own mess-room), and excellent cabins. Going East our work is frequently light, and then we have an opportunity of joining in the amusements of the other passengers. But the return trip generally makes up for any little luxuries we may have in this way, and then I can assure you that most of us cram two days work into one. The letters are sorted in such detail that they are practically ready for delivery at the various towns by the time we reach port.

"All the sorting is done standing—in fact, there is very little sitting down during the

whole of the voyage, and many a clerk only knows the luxury of a chair when he is at his meals. The work is certainly trying, and if the weather is at all rough the strain occasioned by trying to keep one's balance and perform one's duty at the same time is fatiguing in the extreme, and many a time I have gone to my bed feeling footsore from the constant rolling and pitching of the vessel. Still, I like the life and would not exchange it for a shore job if I had the opportunity.

"There is, besides, a sense of security in working in an ocean post office which can never be experienced by those whose duties place them on the railways especially in America. During the past year no fewer than sixteen Post Office officials were killed at their posts on the American railways and many others injured, while during the whole twelve years that the ocean post office has been in operation two clerks only have met with death while on duty. But as everyone knows, including the insurance agents, a man is far safer on a modern Atlantic liner than he is in walking down the London Strand on New York's Broadway."

**The Man Whose Income is Contributed to by the World.**

The only man living who can claim that his yearly fortune is made up by contributions received from every civilized nation in the world is John D. Rockefeller, the Oil King of America. So complete is his control over the supply of petroleum that with a stroke of the pen he can affect the market in the remotest corners of the globe.

It would probably be difficult for even the magnate himself to state definitely what his actual fortune is or how much he receives yearly, for by the raising of a finger he can in an hour increase or decrease his banking account by from £8,000,000 to £10,000,000 sterling.

A friend of the writer who happened to be a passenger on the same steamship which was conveying Rockefeller to England a couple of years ago once questioned him as to his exact fortune, and the man of millions, who is said to be weary with the burden of his riches, stopped in his promenade up and down the deck, and replied:—

"I do not know how much money I possess. All I can tell you is that I have been informed by the men who manage my affairs that if all the vessels conveying my oil to different parts of the world were placed stem to stern they would form an unbroken chain of ships from Southampton to New York and back again."

It has also been stated, and with perfect accuracy, that each wheel that turns and every engine that throbs throughout the world does so through the medium of the Standard Oil Company. The poorest of the poor who inhabit the worst hovels in White-chapel or the lowest slums of the Chinese quarter in New York, together with the poverty-stricken mortals of every other nation, all contribute to Mr. Rockefeller's income, for, however reduced one may be, light is necessary, and oil is cheaper than gas.

Neither are the poor unaware that they are helping to add to Mr. Rockefeller's golden mountain, and lest they should forget, the fact is borne upon them from time to time by a not infrequent addition of a halfpenny a gallon on refined oil. Such a small additional sum may not appear much of a jump to the average reader, but its importance will be better understood when it is stated that these two furthings extra mean an increase of £2,542,900 in Mr. Rockefeller's income, and adds £9,000,000 to the value of his stock in the Standard Oil Company.

Mr. Rockefeller is the best abused man in the States today. He receives threatening letters by every mail, and his life is said to have been actually attempted on more than one occasion. He is the butt of every news sapper joke throughout the New World, and the subject for the artist's most lively caricatures. When he is reported as having given away a large sum of money in charity (and the reports, to do him justice, are not infrequent) the New York newspapers immediately warn the public against the near approach of an advance in the price of oil.

The amount of oil distributed by Mr. Rockefeller's agents during a single year seems almost incredible. For the twelve months ending the 31st October last no fewer than 1,410,500,000 gallons, or 45,500,000 barrels, of refined oil were dispatched to different parts of the world. The shares in this marvellous company have increased as much as £30 in a month, thus making Rockefeller the richer by £18,000,000. Three fifths of the shares are owned by the millionaire himself, who is thus able to raise or lower the price of oil at will.

Mr. Rockefeller is a man of whose personality very little is known in England. He is tall and thin, was at one time thought to be suffering from consumption, and even to day "enjoys" very bad health, though he declares he is a new man since taking up golf. He has few friends, lives in an unpretentious house in the midst of places owned by men whose fortunes could scarcely line the bottoms of his coffers, eats the plainest kind of food and boasts that his actual cost of living amounts to something under £100 per annum.

In the Poconin Hills, however, he has a country seat which is to be equalled by few estates in this or any other country. It extends for hundreds of miles, and includes a chain of lakes communicating with each other by means of canals and fed by the historic Sleepy Hollow River, which runs through his vast domains. There are waterfalls 60ft. high rustic bridges, observation towers, and five miles of boulevard, which on gala nights are illuminated by myriads of vari-coloured electric lamps, fashioned so as to represent 1,000 different flowers.

Yet the Oil King himself takes part in few pleasures, his sole amusement being golf, a game which he pursues for two hours daily under the strongly-expressed advice of his doctor.

**Wood vs. Brick Buildings.**

An old St. John fireman speaking of the Baltimore conflagration and of the ability of fire departments to cope with such tremendous blazes, said:—

"It may sound paradoxical, but it is nevertheless a fact, that firemen have less trouble in quelling a fire among wooden buildings than they do in quelling one among brick and stone buildings. Water can take no or little hold on a burning brick or stone building. The red hot surface of the building dries it up, and as a rule water is of little service in preventing the spread of the flames.

"In the case of a burning wooden building water has just the contrary effect. Water is absorbed by the wood and if kept falling in a continuous deluge must eventually check the flames, provided, of course, other causes are not against it, as a strong wind. In the great St. John fire of 1877 many houses were saved by water, and strange to say, they were all wooden ones.

"The fire department of St. John in 1877 was promptly on hand on that disastrous June day. When it was seen that the fire was to be a big one the Portland brigade was sent for. The first efforts of the fireman were exerted around North street. The house now standing on the corner of Mill and North and the old Castigan house, both wooden, were saved, the fire burning right around them. Both buildings were thoroughly soaked with water. The old Hazen house, which then stood on the site of the present Dufferin hotel, was saved in the same way, the fire burning right around it. The Harrington cottage, which stands to this day at the corner of Queen and Pitt streets, is a relic of the great St. John fire. It was thoroughly soaked with water, and as a result the flames seemed to have no effect upon it. Everything around it was burned, it alone standing."—St. John Star.

**Be Moderate.**

A great writer tells us that "moderation is the inseparable companion of wisdom," and another writer says "moderation is the silken string running through the pearl chain of virtues." When we try to do too many things at once we are unfitting ourselves for that practical usefulness which holds no crowded state of affairs. She is a wise woman who regulates her life to take upon herself no more duties than she can attend to properly and successfully. She not only saves her health and strength, but her work is satisfactory and her pleasures, though few, are thoroughly enjoyed. Indeed, there is no greater blessing than a well regulated life.

**EVERY WOMAN**

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Shirts 4c, Collars 1 1/2c, Cuffs 4c, Unders 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. Ties 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-pressed free. The proprietors will guarantee satisfaction 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 recommend 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; situated 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 cultivation. Sold with or without stock, farming implements etc. ROBERT PERRY, Plymouth, N. B. Jan. 27 3 mos.

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**Canadian Pacific Railway**

In effect October 11th, 1903.

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6.45 A MIXED—Week days—for Houlton Mc-Adam St. Stephen, St. Andrew, Fredericton, Saint John and East Bangor, Portland Boston, etc. Palace Sleeper car McAdam to Halifax. Dining car McAdam to Truro.

9.05 A MIXED—Week days—for Aroostook M. Jct. and intermediate points.

11.28 A EXPRESS—Week days—for Presque Isle, Edmundston, and all points North. River du Loup and Quebec.

12.30 P MIXED—Week Days—for Fredericton, M. ton, etc., via Gibson Branch.

2.20 P MIXED—Week days—for Perth Jct. M. Plaster Rock and intermediate points.

5.59 P EXPRESS—Week days—for Houlton, M. Saint Stephen, Saint Andrews, Fredericton, Saint John and East; Vancouver, Sherbrooke, Montreal, and all points West, Northwest and on Pacific Coast; Bangor, Portland, Boston, etc. Palace Sleeper McAdam Jct. to Montreal. Pullman Sleeper McAdam Jct. to Boston.

ARRIVALS—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, Caribou, Edmundston, etc.

7.20 P. M.—MIXED—Week days, from Aroostook 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.