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Expensive Whalebone.

The survival of the corset, in spite of the fulminations of health experts, seems to presage the extinction of the bowhead whale, which is the source of the whalebone of commerce. The total catch for the past year was only 70,000 pounds, as against twice and three times that amount in previous years. A ton of whalebone sold in London recently for £3,000, which means a cost at wholesale of \$7.50 a pound. Formerly whalebone was used in the arts in a variety of ways, but it has now come to be so expensive that it is used only in the costliest grade of corsets and expensive dresses, which the ladies will have at any price. No substitute of steel or rubber will give quite the effect in dress which whalebone does, yet in a few years it seems as if the substitutes must prevail, for of the arctic whaling fleet of twenty ships ten came back "clean" this fall, not having raised a fin.

Of the 70,000 pounds captured last year, 50,000 came in to New York and New Bedford, the balance being the English catch of somewhat inferior quality. This represents the world's available supply until the ships again return next November. One of the great New York dealers says of the present condition of the whalebone market: "At the prices quoted bone would cost here about \$6.75 per pound. We have been paying \$6.25 a pound for wet and \$6.50 for dry bone. After we treat and cut it we now get \$10.50 a pound and \$11 for the shell grades. Only five or six years ago we could buy the same quality of bone for \$2 a pound. Even at one-half the rate of last year's consumption there will not be nearly enough bone to go around this year. The corset manufacturers take almost all of this bone, and I do not think you will be able to get corsets with real bone short of \$10 a pound."

What little whalebone is left in the world is in arctic seas, and Hudson Bay supplies a considerable part of this. The whales have nearly vanished from the waters about Bering Straits, and the value of the Hudson Bay fishing grounds has led Canada to take measures to exclude American whaler from this last stronghold of the bowhead. The outlook for dress reform is not particularly good, and it seems probable that in a few years more the bowhead will be as rare as the buffalo or the great auk, if not extinct like the mammoth and the dodo. Meanwhile other varieties of whale seem to be increasing in number. The finback is plentiful in the North Atlantic, and the sperm, rendered at one time very scarce by the demand for sperm oil, has been given a new lease of life through the substitution of petroleum products for lighting and lubrication.

Sperm whales are now occasionally seen off Nantucket, and not long ago a school had the audacity to enter New Bedford harbor. That they should have done this, and got away alive, is a rather sad evidence of the decline of an industry which bred the hardy sailors of whom the country was once so proud. Yet whaling for sperm oil is not altogether a thing of the past. A few ships are still in the business, and it is worthy of note that at least one of the old-timers still sails the seas in pursuit of the leviathan. That is the barque Morning Star of New Bedford, which was last reported at Fayal, in the Azores, with 125 barrels of sperm oil, obtained during the last summer. The Morning Star entered the Pacific fisheries in 1853 and made rich hauls of bone and oil, even during the civil war, when she successfully eluded the Confederate privateers. In one cruise of 270 days she killed 202 whales. She penetrated Hudson Bay in 1864 and 1866 and brought back bone and oil which made the two trips net more than \$90,000. This was at the time of top prices for oil, when it was selling at \$1.65 per gallon. But bone then was worth only \$2.40 a pound. What her returns would have been at the present prices for bone it is not easy to say, but the profits would surely have been far greater.

It is possible that with the increase in number of sperm whales the industry may continue to thrive in a modest way, for of late years a new demand for sperm oil has sprung up. It has been found that nothing else is quite so good for the delicate bearings of the engines used in battleships and cruisers, and the navies of the world are adopting it to the exclusion of other lubricants. If sperm whales and navies continue to increase it is possible that sperm whaling will still survive in a limited way, but the demand of the ladies for whalebone would seem to presage the extinction of the bowhead in the near future. —Boston Transcript.

Moslem Englishman.

Great surprise was recently caused by the discovery that the late Lord Stanley of Alderley was a Mohammedan. Our readers will be astonished to learn that a Moslem mission to the people of Great Britain exists and flourishes in our midst, and that during the last decade or so upwards of 400 English people have become converted to the faith of Islam.

As far back as 1885 a mosque was built at Woking, which at first was chiefly attended by Indians, Persians, and Turks residing in London who were born Moslems. Then a great impetus was given to the movement by the conversion of a gentleman named W. H. Quilliam of Islam, who founded a Moslem institute, mosque, and orphanage at Liverpool, and eventually became Sheikh-ul-Islam of the British Isles.

Mr. Quilliam, or, to give him his Islamic appellation, Sheikh Abdullah Effendi, is nothing if not sincere. He is a highly-cultured English gentleman, and a man of the world, with an extraordinary knowledge of Arabic and an extensive acquaintance with other Eastern tongues. He is quite confident in his faith and imbued with the belief that in Allah's good time the nations of the West will join hands with the nations of the East in making the simple confession of the Moslem creed, "There is but one God, and Mahomet is his Prophet," and in obeying the laws of the Koran.

A Moslem merely believes in the oneness and universality of God, and that Mahomet, Christ, Moses, and other great teachers of mankind, such as scientists and philosophers, are inspired. "We inculcate self-respect, and regard fellow-Moslems as brothers."

When I heard Mr. Quilliam make this frank remark, I looked at him in surprise. "Look at the condition of Moslem lands," I exclaimed, "barbarous, or semi-barbarous at the best."

"No more so than England was, say, in the days of Queen Anne," was the reply of the Mussulman. "Your criminal code a hundred years ago was more barbarous than Turkey's today. The railways and the facilities it has given to social intercourse has made England what we see her now. Railways are only just being introduced into Turkey. Wait till they have fifty years of unfettered intercourse, then we shall see. There is no drunkenness or gambling in Moslem lands, remember, as in England, to enslave the masses permanently. Islam is a religion of Temperance."

"But, then, the ignorance that prevails in the countries dominated by the crescent?"

"According to the Koran," was the reply, "all men must be taught to read and write, and a trade in addition, so that they will always be able to earn their living without being burdens on anyone. This rule prevails from the highest to the lowest. The Sultan of Turkey was taught the trade of a locksmith. Here are some verses from the Koran, and proverbs dear to the Mussulman:

"The ink of the philosopher is more precious than the blood of the martyr." "Study science from the cradle to the grave. The more you know about nature and nature's laws, the more you know about God."

"There," said Mr. Quilliam, triumphantly, "these facts disprove the popular fallacy that Islam spells ignorance."

"But look at the position of women in lands that regard Mahomet as their prophet."

"Women have enjoyed since the days of the Prophet, in all countries where his followers rule, similar rights and privileges that women in this country have only enjoyed since the passing of the Married Woman's Property Act. Polygamy is not prevalent in Moslem lands, and where it exists it prevents a degraded class springing up in the community, like there is in this and other Christian lands. Islam is eminently a practical work-a-day religion, without a complex theology of priesthood. In being without a priesthood it is unlike all other religions. Tomorrow there will be a wedding at our Mosque; come and see for yourself what it is like." —F. V. C. in "Reynolds's Newspaper."

The little son of a neighbor was in the habit of visiting a lady next door to his home notable for making gold and silver cake. Master Harry was on very familiar terms at the house, and not a bit shy to ask for a piece of cake. His mamma told him he must not go into Mrs. Cook's house, as it was very rude if he would ask for cake. He promised to obey, and on his next visit he said: "Mrs. Cook, you step round as if you had been making cake!"

Live Man's Body for Sale.

(London Telegraph.)
Ears and a nose, or, if required, pieces of skin, belonging to a gentleman who asks that his name be withheld, are on sale for grafting purposes. The present owner, who has evidently been inspired with a desire to go several better than the man who sold his ear to an American millionaire, has written to offer the portions of his person mentioned to a French physician and surgeon, Dr. Guillaume Livet. He is thirty-five, and healthy. He places himself at the doctor's disposal for purpose of grafting human flesh. Should the physician not have a case of the kind required in his own practice, his correspondent would esteem it a favor if he would bear him in mind in the event of any colleague being in need of material for such grafting. He also suggests that the Academy of Sciences and the Faculty of medicine might find use for portions of a living human body. His prices are moderate, with discounts for the poor.

A Common Danger-Signal.

There seems to be one signal that animals and birds understand in each other's language, says Mr. John Burroughs in the Century Magazine. That is the danger-call. Let the mother turkey while hovering her brood give the danger-signal and the young will hide in the grass, to give her a chance to fly and decoy the enemy. Young chickens are said to do the same.

Some California quail hatched under a bantam hen in the Zoo in New York did not heed the calls of their foster-mother at all the first week, but at her alarm-note they instantly squatted, showing that the danger-cry of a fowl is a kind of universal language that all species understand. One may prove

"Barrister's Champion"

He is registered in the D. C. Stud Book 1222, and was sired by the old Scottish "Barrister" (Imp.) Has on his mother's side such horses as "McGill," "Lucky Lad," "Robert Bruce," "Colombus," etc. He is a blood bay, with white markings, and has a sprightly upright carriage, with a spirit that would grace a French coach horse, legs and feet that cannot be beaten in the province, and although scarcely got his growth, tips the beam at nearly 1700 pounds.

In offering the services of "Barrister's Champion" to the public for the season of 1904, we have a confidence of his superior merit as a stock getter by the grand test of a two years' service, that has resulted in some of the best stock this county has seen for a number of years.

Those intending to breed the coming season can make no mistake in using "Barrister's Champion" as he not only possesses himself, but comes of a family, on both his sire's and dam's sides, that were the possessors of those essential qualities that go to make up an all round draft horse that sells at the top of the market.

"Barrister's Champion" will leave owner's stable on April 25th for Waterville, by way of Jacksonville. On Tuesday at Avondale. Returning home Wednesday. Will stand at Depec Thursday all day, returning to owner's stable Friday. Will stand all day Saturday at the Brunswick Hotel stable.

Terms: Single service \$5.00; to ensure \$8.00.

REID BROS., Owners.
April 20-1m

LAVATER.

The French Coach Stallion Lavater will make the season of 1904 at the following places:
At Alfred Giberson's, Bath, Mondays.
At or near John Boyd's, Johnville, on Tuesdays.
Love's Hotel, Glassville, on Thursdays.
F. D. Skinner's, Argyle on Fridays and Saturdays.

Terms: Single service, \$5.00; to ensure \$10.00. \$2 to be paid at the time of first service. All mares at the owner's risk. All mares disposed of will be considered with foal unless proved otherwise.

FRED. D. SKINNER, Owner.
P. O. Address, Glassville.
April 13-1m

this at any time by arousing the fears of any wild bird. At once all the other birds catch the alarm.

Charles St. John says that in Scotland a stag that is being stalked is sure to be put to flight if it hears the alarm-cry of the cock grouse. It is more important that the wild creatures should understand the danger-signals of one another than that they should know the rest of their language.

"Just Folks."

"My boy," said a Texas man to his son, who was starting out for an Eastern city, "let me tell you something that may be of help to you." His advice, as given in Forest and Stream, was homely but good.

You get up there and you'll see a heap of people who have got more money than you have—a heap of people who have got more brains than you have, and more success. Some of them may even be better looking than you are. Don't you worry about that, and don't you be scared of anybody.

Whenever you meet a man who allows he's your superior, you just look at him and say to yourself, "After all you're just folks."

"You have to remember for yourself, too, that you're 'just folks.' After you have lived as long as I have, and have knocked around the world, you'll find that's all any of us is—just folks.

Proof of Adam's Existence.

Dennis—This hitherto newspaper says there was no such man as Adam. Mike—Are you sure there was? Dennis—I'm surprised at a man o' your sense talkin' so. Where did your Adam's apple come from.—New York Telegram.

Passing along United States highways one sees many signs placed in conspicuous places forbidding trespassing. Some of the signs are in the strongest language, while others are hard to understand. On one north-west of the city of Beverly, Mass., is found the following: "Any person ketched on these grounds, or cows, or wimin, will be liable to fine itself in a skrape."

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KENDALL'S SPAVIN CURE

The old reliable remedy for Spavins, Ringbones, Splints, Curbs, etc., and all forms of Lameness. It works thousands of cures annually. Cures without a bluish, as it does not blister.



Complete Cure for Bone Spavin.
Russell, Manitoba, Jan. 20, 1904.
Dr. B. J. Kendall Co., Gentlemen: I had to treat a young horse of mine four years ago which had a Bone Spavin and got kicked on the same leg and was very badly swollen; so hot that I had to bathe it in warm water, then applied Kendall's Spavin Cure. I had Typhoid Fever the same winter and out-gave the Kendall's Spavin Cure half a chance, and it only took one and a half bottles to cure his leg with very little treatment, and it did so completely that you would never know that he had a spavin; he never has gone lame since.
Very truly yours,
GEO. S. HARRIS.
Such endorsements as the above are a guarantee of merit. Price \$1; six for \$6. As a liniment for family use it has no equal. Ask your druggist for Kendall's Spavin Cure. Also "A Treatise on the Horse," the book free, or address: "OR. B. J. KENDALL CO., ENOSBURG FALLS, VT."

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A grist mill, carpenter's work shop a cining 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. 19-11.

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Intercolonial Railway.

TENDER FOR PILE WHARF.
Sealed tenders, addressed to the undersigned and marked on the outside "Tender for Pile Wharf," will be received up to and including
THURSDAY, 5th DAY OF MAY, 1904,
For the construction of a CREOSOTED PILE WHARF at HALIFAX, N. S.
Plans and specification may be seen at the Station Master's Office at Halifax, N. S., and at the Office of the Chief Engineer, Moncton, N. B., where forms of tender may be obtained. All the conditions of the Specification must be complied with.
D. POTTINGER, General Manager.
Railway Office, Moncton, N. B., 15th April, 1904.