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NOTICE.

Notice is hereby given that a vote of the property holding ratepayers of the Town of Woodstock, in the County of Carleton, and a vote of all the ratepayers of the said Town will be taken on Thursday, the Ninth day of June next, between the hours of ten of the clock in the forenoon and four of the clock in the afternoon, at the Council Chamber in the Town Hall, in said Town of Woodstock, upon the question of authorizing the Town to issue Ten Thousand Dollars worth of Debentures at par, with interest at the rate of four per centum per annum, payable semi-annual, thereafter, at such times and in such amounts as the said Town Council should determine, the money to be derived from the sale of any Debentures to be used and applied by the Town Council of said town for the purpose of constructing in said town, permanent or improved streets, such vote will be taken under the authority of an Act of the Legislature passed at the last session of said Legislature entitled "An Act to authorise the Town of Woodstock to borrow Ten Thousand Dollars for the Permanent Improvement of the Streets," and the mode of procedure on the asking of such vote is prescribed by Chapter 3 of Acts of Assembly 7th Edward VII. Dated this seventh day of May A.D. 1910.
By order of Town Council,
J. C. HARTLEY,
Town Clerk of Town of Woodstock.

NOTICE.

Anyone wishing feather beds or pillows or household furniture will please apply to
MRS. T. S. DUNCAN, Main Street.
June 1-4.

To Rent.

The store on Main street formerly occupied by W. S. Skillen. Possession can be secured at once Apply to DR. M. G. McLEAN. Jan 25 11

GIRL WANTED.

Wanted, a capable girl to do general house work in a small family. Good wages. Apply to
MRS. NORMAN LOANE
Broadway or at Loane's Book Store

The Marvel of the Dominion.

Yesterday the Dominion of Canada completed the forty-third year of its career as a Confederation: to-day it begins its forty-fourth. It is by no means old as the lives of nations go, or even the lives of individuals, and yet no nation has had on the whole a more marvelous evolution. Stretching from the Atlantic to the Pacific and from the St. Lawrence to the Arctic Ocean, the Dominion now includes within its consolidated area what were half a century ago nearly a dozen fragments of territory, among which the only bond was that they were all British-American. How these all came to be 'British' and how they came to be 'Canadian' is a story that has never yet been told in a manner adequate to the theme; perhaps the time is not far off when some one equipped with the necessary historic knowledge and the equally necessary prophetic vision will render to the Dominion the great service of explaining to its people the marvel of its existence.

The political story of the Dominion may be regarded as beginning with the treaty of Utrecht, which was agreed to in 1713 by Queen Anne of Great Britain and Louis XIV of France. By it were permanently ceded or conceded to Great Britain "Acadia, with its ancient boundaries," and the "bay and straits of Hudson, together with all lands, seas, sea coasts, rivers and places situate in said bay and straits, and what belong thereto." Acadia was subsequently split up into Nova Scotia, Prince Edward Island and New Brunswick, which remained separate from one another until they were all incorporated in the Dominion of Canada between 1867 and 1873. Nova Scotia had a parliament of its own from 1758, Prince Edward Island from 1769, and New Brunswick from 1784.

The Hudson's Bay Company's charter was granted in 1670 to the Merchants Adventurers of England trading to "Hudson's Bay," but it did not secure to them peaceful possession of all the territory it purported to convey to the proprietors. There were French "adventures" there before the British "merchants" ever thought of trading in Hudson's Bay, else Ontario would have had no part of the shore of that sea for a northern coast line. The Hudson's Bay Territory, as secured to the company by the Treaty of Utrecht, included the entire country drained by the Red River in the United States as well as in Canada, and by all the tributaries of the Saskatchewan. As the result of the union of the Hudson's Bay Company with the Northwest Fur Company in 1820 it included all the territory north of the forty-ninth parallel to the Rocky Mountains. All this became part of the Dominion by purchase in 1869, and out of it have since been carved the highly individualistic Provinces of Manitoba, Saskatchewan and Alberta, with all the entirely unorganized or partially organized territory to the north of them.

What is now the Provinces of Quebec and Ontario was ceded to Great Britain by France in 1763, and was made by Royal proclamation in that year one Province of Quebec. It was subdivided into 1791 into Upper and Lower Canada, each with its own Parliament, and these two self-governing Provinces were partially reconsolidated into the Province of Canada in 1849, to be re-separated and reunited in 1867.

British Columbia, as it is bounded to-day, was discovered in 1793, at sea by Captain Vancouver and on land by Alexander Mackenzie. The whole territory, including Vancouver Island was from 1820 to 1849 under the control but not the ownership of the Hudson's Bay Company. Vancouver Island and British Columbia were separate Provinces until their union in 1866, and thus consolidated they came into the Dominion by annexation in 1871.

Those who are best acquainted with the facts of British American history and who therefore know best the apparently insuperable obstacles that had to be overcome in order to bring together into one political organization all these detached fragments of territory are the most likely to feel perennially surprised at the accomplishment of the final result. This is not the time or place for detailed explanations, but there are three of a general character that ought to be specified, because they involve influences which are still operative, and which, taken together, constitute the best guarantee of the continued national evolution of the Dominion as part of the British Empire: pro-British sentiment called out by Great Britain's essentially magnanimous treatment of all parts of British America, the moulding and moderating effect of a gradually evolving institutional organization that spread over the whole country irrespective of administrative boundaries, and the commercial unification of interests effected by the dual access to the ocean through Hudson's Bay and the St. Lawrence River. The St. Lawrence made possible the confederation of 1867; Hudson's Bay and all the history that belongs to it made possible the expansion of 1870 and the subsequent years, including the extension to the Pacific ocean.

It is useless and unprofitable to speculate as to the ultimate political status of this Dominion; no man now living will see it organically changed; the only positive assertion one may safely make about it is that all detailed predictions will for the most part prove incorrect. The matter of greatest interest is that the obstacles already overcome were incomparably greater than those at present apparent, while the national momentum has been enormously increased as the result of heroic struggle, high-minded statesmanship, and invincible optimism.—Toronto Globe.

A MATTER OF CHARITY.

Two Highland farmers met on their way to church. "Man said Donald. "I was wonderin' what you will be askin' for you bit sheep over at you steadin'?" "Man," replied Dougal. "I was thinkin I wad be wantin' fifty shullin's, for that sheep."

"I will tak' it at that," said Donald; "but, och, man, Dougal. I am awful surprised at you doin' business on the Sawbath."

"Business!" exclaimed Dougal. "Man sellin' a sheep like that for fifty shullin's is not business at all; it's charity."

Iron-Making in China.

It has been long known to engineers and explorers that China possesses important deposits of iron ore and coal, and that with improved economic conditions and modern machinery, the country might some day take an important position in the iron markets of the world. Until a few years ago, however, these resources were utilized only to a very limited extent, and after very primitive methods. It is a matter of much importance therefore, that a beginning has been made in the manufacture of iron and steel by approved modern methods, and on a large scale. It is also important that the work, though directed by Belgian and German engineers, has been financed by Chinese capital, wealthy Chinese merchants having recognized its value and having been willing to invest their money in the enterprise.

The iron and steel works plant at Hanyang consists of blast furnaces of the latest German type, with steel furnaces and rolling mills which turn out rails of excellent quality and other finished steel. The methods used are not different from European or American practice, except that more hand labor is employed than in American works, owing to the cheapness of labor. For that reason also the labor costs are extremely low through the whole process from the mining of the ore to the final output of the finished steel. The high quality of the ore and its abundant supply are also elements which will be of importance in future calculations.

Already this development may be said to have an effect upon American iron trade, apart from the fact that it is supplying Chinese railroad builders with material which they were formerly obliged to import. Last year 60,000 or 70,000 tons of basic pig iron were brought to New York, on a low freight rate and sold there at a price which was said to return a good profit to the makers. A few months ago the Western Iron Corporation of Seattle made a contract with the Hanyang works for pig iron, the quantity running from 36,000 tons the first year up to maximum of 200,000 tons in the 15 years covered by the agreement. This pig is to be used, with pig iron from Washington ores, in making steel at Irondale; and it is to be supplied at a cost much lower than that at which iron from the eastern States can be delivered on the Pacific coast. Moreover, the Western company will take 100,000 tons a year of the Hanyang ores for its blast furnaces. The shipment of iron to the United States from China is a new and surprising feature in trade.

It is easy to believe that this is only the beginning of a great development based on the abundance of raw material and the supply of cheap labor, it may readily become of great interest to the ironmasters of Europe and America.—Toronto Globe.

Chinese and Turkish Trade Secret.

There are two trade secrets at least that the world at large may learn, but which it is well worth the while of inventors to study. One is the Chinese method of making the bright and beautiful color known as vermilion, or Chinese red; and the other is a Turkish secret—the inlaying of the hardest steel with gold and silver. Among the Chinese and the Turks these two secrets are guarded well. Apprentices, before they are taken for either trade, must swear an ironclad oath to reveal nothing of what passes in the workshop. These apprentices, furthermore, must belong to families of standing, must pay a large sum by way of guarantee, and must furnish certificates of good character and honesty.

These secrets have been handed down faithfully from one generation to another for hundreds of years.—Toronto Weekly Sun

The camel is now in general use as a carrier in South Australia.

Don't Fool with Grippe

YOU can check Grippe, Bronchitis, Tonsillitis and many other similar troubles if you take Johnson's Anodyne Liniment internally. As soon as your eyes water and your head and bones ache, you know you're in for Grippe. That's the time to use this famous 99-year-old remedy.



It also affords quick relief from Colic, Cholera Morbus, Cramps, etc., when taken internally.

Inflammation, sprains, burns, cuts and bruises, etc., should always be bathed with

JOHNSON'S ANODYNE LINIMENT

25c and 50c a bottle.

I. S. JOHNSON & CO., Boston, Mass.

Parsons' Pills are best of all laxatives. Sure relief from Constipation, Biliousness, etc.

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Paints, Oils, Varnishes, Alabastine, Varnish Stains, Builders' Hardware, Wringers, Washing Machines, Churns, Butter Trays, Tin, Enamel Ware.
SOLE AGENTS FOR

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East Florenceville Branch.

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Over \$5 to \$10 6 cts.
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These orders are a safe way to remit money at a small cost, and are payable at any Chartered Bank in Canada (the Yukon excepted) and in the principal Cities of the United States.

THIS IS A GOOD TIME TO MAKE A START

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Fredericton Business College.

The rapid growth in population and the increasing prosperity of Canada, means splendid openings for properly trained young men and women. If you have not had a calendar of the school send for it. It costs you nothing.

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Fredericton N. B.

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Pays special attention to Savings Accounts

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New Spring and Summer Neck Wear
in the latest styles

Hosiery of all kinds
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PAYSON BLOCK,
Main St. opp. Queen, Woodstock.

CANADIAN PACIFIC RY.

Passenger Train Service from
Woodstock Effective
Oct. 3rd.

DEPARTURES.

(QUEEN STREET STATION)
6.45 A. MIXED—For Houlton, McAdam, Jct. St. John and points East; Vanceboro, Fort Fairfield, Caribou and Presque Isle. 5.00 P. MIXED—For Fredericton, etc., via Gibson Branch.
5.33 P. EXPRESS—For Houlton, St. Stephen, St. John and points East; Vanceboro, Fort Fairfield, Caribou and Presque Isle, Grand Falls, Edmundston and Riviere du Loup.
11.50 P. M.—MIXED—From Fredericton, etc., via Gibson Branch.
12.15 A. M.—EXPRESS—From St. John and East St. Stephen, (St. Andrews after July 1st), Boston, Montreal and West.
3.30 P. M.—EXPRESS—From Fort Fairfield, Caribou, Presque Isle, Grand Falls, Edmundston and Riviere du Loup.
11.00 P. M.—MIXED—From Fredericton, St. John and East; St. Stephen, St. Andrews, Houlton, Vanceboro, Bangor, Portland, Boston, etc.
W. B. HOWARD, E. P. A., C. P. Ry.,
St. John, N. B.

WANTED.

A girl todo chamber work. Apply to
Mrs. H. S. Burtt,

Houses and Lots For Sale.

Apply to
LOUIS E. YOUNG,
Woodstock, N.B., ov. 27th, No.—48

Wouldn't Hold it Long Anyway

At the first meal on board the ocean liner Smythe was beginning to feel like casting his bread upon the waters. His friends had told him that when he began to feel that way he should stuff himself. He tackled a cutlet first, but it didn't taste right. He observed to the waiter, "Waiter, this cutlet isn't very good."
The waiter looked at his whitening face then replied, "Yes sir; but for the length of time you'll have it, sir, it won't matter, sir." Weekly Sun.