

House For Sale

The House known as the Marston house, on Connell St. This house has been remodeled and put in first-class condition—contains eight sleeping rooms—has all modern improvements, hot water heat, large lot of land, for further particulars, apply to George R. Mavor, Woodstock.

For Sale

FOR SALE—Two Gasoline Engines, apply to Mrs E W Williams Maple Shade Farm Lower Woodstock

To Let

TO LET—A cottage on Maple Shade Farm, about three miles below town. apply to Mrs E W Williams

Wanted

WANTED—Middle aged woman to do general Housework in small family with no Children.

Write or call and see the Editor.

1tf

WANTED—Teacher male, or female, to finish present term in the advanced department of the Jacksonville Superior School. Apply to J. F. Harper, Secretary of Trustees.

44tf

HOGS WANTED—Highest market price paid for hogs. If you have any to sell it will pay you to call on R. S. PHILLIPS,

30tf King Street

New Spring Suits

in the latest styles.

One piece Dresses, Coat Suits and Underskirts.

A fine display of **Waists** in the Newest Designs **Whitewear, Hosiery, Wall Paper.**

MRS. F. L. MOOERS

Payson's Block, Main St

CANADIAN PACIFIC

ON BUSINESS OR PLEASURE TRAVEL SHORTEST AND BEST ROUTES

The Montreal Express leaves Halifax week days at 8 a.m., St. John at 5.55 p.m. week days and Sundays. Due Montreal 8.30 a. m.,

THROUGH WITHOUT CHANGE.

Fast Express Trains for Boston leave St. John 6 45 a. m. and 6 40 p. m. daily except Sunday.

W. B. HOWARD, D. P. A., C. P. R., St. John, N. B.

NURSERY STOCK

Before ordering trees, write us for our Catalogue and prices or see our nearest Agent. We are the largest growers of Trees in Canada. Full line of Apple, Peach, Pear, Cherry and Plum trees. Our trees are noted for fine root system and largest limb growth. Our Nurseries are patronized by the largest and most progressive Fruit growers of Canada. Write for an Agency. Brown Bros. Co., Nurserymen Ltd., Browns Nurseries, Welland Co. Ontario.

Sermon From Shakespeare

(Copr. 1909 by Bradley-Garretson Co. Ltd.)

Instructed by the antiquary times, He must, he is, he cannot but be wise.

Troilus and Cressida, Act II., Sc. 3. Various subjects have held a paramount position in various ages as educational forces. For a long time Greek and Latin authors bulked largest in the minds of the trainers of the young. With the rapid development of science, there was a tendency to make a knowledge of the material world of first importance. A man might be familiar with Latin and Greek, Sanskrit and Chaldee, and yet be a mere pedant; he might be able to trace the stars in their courses, and give the history of the earth from the time when it was a mass of gas and vapor until it became the resting place of humanity, and yet, so far as life is concerned, he might not be wise. A mere knowledge of words and rocks, of plants and animals, is after all a poor equipment for training up a family of teaching a man his duties as a citizen. The benefit derived from the study of the classics has been largely accidental. The humanizing legends of Greece and Rome, the outgrowth of the primitive history of those nations; the history of the founding of the Eternal City; the story of the struggle between the Patricians and Plebeians in the time of Coriolanus; the account of the struggles between Persia and Greece, and Rome and Carthage,—have gone to the creating of character, which after all is the end of education.

History is of supreme value in the education of mankind. The story of the nations enables people to build wisely and well. Under ordinary circumstances what was said of Nestor holds true of any man:

"Instructed by the antiquary times, He must, he is, he cannot but be wise."

The purpose of education is to cultivate imagination and establish strength of will. History, by presenting the picturesque past, the romances of kings and queens, the heroic deeds of men and women, the sacrifices of life and property made by citizens for their country, feeds the imagination. A knowledge of the struggles that brought about freedom, of the stern judgment of rulers, of the unflinching determination of patriots, gives to the student strength of will.

In a previous sermon Shakespeare's detestation of the mob has been dwelt on. Why is the mob the "giddy multitude." It is illiterate; it is unacquainted with the past. Insurrections arise because the uneducated crowd vainly believe that society can be changed in an hour. Did they know history they would realize that sudden changes, in either the physical or political world, usually mean death. France is still suffering from the effects of the bloody revolution of the eighteenth century. There would be fewer religious sects, fewer advocates of communism, nihilism and all the other isms, if the history of the past were intimately known. The demagogue, through the ignorance of the crowd, profits by his ability to pervert the facts of former times. There are two practical benefits derived from sitting at the feet of the antiquary times. A man is taught how to live in the present, and is enabled to forecast with a considerable degree of accuracy the future.

In the light of history past, present, and future become one. This is admirably expressed by Shakespeare on the lips of Warwick:

"There is a history in all men's lives, Figuring the nature of the times deceased.

The which observed, a man may prophesy,

With a near aim, of the main chance of things, As yet not come to life, which in their seeds

And weak beginnings lie intresured."

It is only the man who is versed in history, who can thus foretell and shape his actions with an eye to the future. The pages of history are strewn with many wrecks, like Richard III. and Charles I., that serve to warn kings how they must not attempt to govern. There are guiding lights like Henry V. and Queen Elizabeth which show monarchs how to win the esteem and love of their people. Henry V. and Elizabeth, the patriot king and queen of England, are still shaping the character of the nation; Washington and Lincoln are still giving freedom and solidarity to the American people; though dead they yet live.

What was it made Shakespeare so wise? Largely a knowledge of history. His pages teem with historical information. Greece, Rome, early Scotland, early Britain were all as familiar to him as was the past of his England. By familiarity with the past, he was able to understand the present; by acquaintance with kings and statesmen and

philosophers of the ancient world he could speak with wisdom to his own age and to the future. "Wisdom is the principal thing; therefore get wisdom; and with all thy getting get understanding." For statecraft, for citizenship, for mortals, the past must be known. Shakespeare was in many ways the greatest political and social teacher. He was this by his knowledge of the past, by his power of reproducing that past, and of applying it to the life of the present.

Thin Hair A Liberal Offer

When the hair thins out on the top of the head and the bald spot is getting ready to appear in public, don't get discouraged or irritable. Just go to your Druggist and ask for Parisian Sage Hair Tonic. He will charge you 50c. for a large bottle but if it does not cause hair to grow where the hair is thinning out nothing on this earth will.

And we want to say to everybody, man, woman and child, that you can have your money back if Parisian Sage isn't the best hair grower, hair saver, hair beautifier and dandruff cure on the market to-day.

It stops itching scalp and falling hair and makes hair grow thick and abundantly. All druggists everywhere sell Parisian Sage or postpaid from The Giroux Mfg. Co., Fort Erie, Ont. See that the girl with the Auburn hair is in every bottle. Sold and guaranteed by E. W. Mair.

Legislation TO Provide For Safety At Sea


Washington, June 4—An all-inclusive bill to be denominated the ocean safety act of 1912, designed to cover all the navigation lessons drawn from the Titanic disaster, was introduced yesterday by Senator Nelson, of Minnesota. The bill includes stringent regulations for better wireless equipment, continuously operated, on ocean and great lakes vessels carrying fifty or more passengers. Just as provided in a bill which passed the House to-day and almost identical with a bill already passed by the Senate. This wireless section vests control of the apparatus in the master of the vessel, and to avoid the wireless communication being shut off by failure of the vessel's engines, requires a powerful auxiliary power supply that can communicate 100 miles at all times.

The Nelson bill would recognize foreign steamship laws whenever they are as effective as American laws and regulations, would equip every craft leaving American ports with sufficient lifeboats to accommodate everybody aboard; together with other safety equipment and would create a commission of five persons to investigate here and abroad merchant marine construction. It would require rigid port examination, boat drill, definite qualification of seamen, penalize failure to assist any person in distress at sea, and make criminally liable any master manager or steamship director or principal resident agent of a foreign steamship for sending from an American port a vessel so unseaworthy as to endanger life.

Valley Railway Contracts Made

Fredericton, June 5.—The Quebec Contracting Company this morning announced that the contract for the construction of the St. John Valley Railway from Woodstock to Meductic had been awarded to Messrs John S. Scott & Company, of this city. The job is

FAMOUS DOCTOR'S PRESCRIPTION.



PE-RU-NA FOR DYSPEPSIA CATARRH OF STOMACH

among the best on the line and extends over about twelve miles. The contract was signed to-day and it is understood that Mr. Scott, who is a former alderman of Fredericton, and who has been carrying on lumber operations for some years, has Mr. Ernest Kelly, of Kingsclear, who has had considerable experience in railway work, associated with him.

Mr. J. H. Corbett, head of the Corbett Construction Company, and his son, Mr. H. A. Corbett, were at the Barker House yesterday and went to St. John last evening. The Corbett concern have signed their contract for the construction of the St. John Valley Railway from Fredericton to Rothesay, and before leaving last evening, Mr. Corbett said that arrangements had been made to have their plant, shipped from Moncton so that they could have work commenced at once. Messrs. D. R. Morrison and P. G. Clark, of Summerside, P. E. I., who are now carrying on extensive construction work on the I. C. R. near Chatham, were here conferring with Mr. Corbett, and it is said that Messrs. Morrison and Clarke are likely to be sub-contractors on most of the work from here to Gagetown on the Valley Railway.

Presidential Contest

On the eve of the meeting of the Republican Committee at Chicago, figures are published showing that Mr. Taft has lost in strength during the week, while Mr. Roosevelt has gained. The New York World, Democratic, has made a poll of the delegates in the forty-eight States, and says Mr. Taft lacks eight of the 540 necessary to secure his nomination, while Mr. Roosevelt requires 83. The Boston Globe, Democratic, in its Sunday issue, says Mr. Taft has only 514 votes, and Mr. Roosevelt only 459, with 22 delegates still to be selected. By to-night these 22 will be chosen. On the other hand, Mr. Taft's campaign manager says the President has 583 delegates, or 43 more than is necessary to elect him, while Mr. Roosevelt's campaign manager says the ex-President will sweep the field when the delegates meet. It is evident from the condition of affairs that manipulation will have much to do with deciding the result, and that Mr. Roosevelt's adroitness and knowledge of "practical politics" will be a great advantage to him, for he is "bossing the job" in his usual strenuous manner. The convention meets on the 18th.

St. John Globe

Bearing Down Pains

What woman at sometime or other does not experience these dreadful bearing down pains. Mrs. E. Griffith, of Main street, Hepworth, Ont., says: "A heavy bearing-down pain had settled across my back and sides. I was often unable to stoop or straighten myself up. Many times each night I would have to leave my bed with the irregular and frequent secretions of the kidneys and just as done out in the morning as on retiring. I was languid and would have to let my housework stand. Nothing I had tried would benefit me. I learned of Booth's Kidney Pills and concluded I would try them, which I did, and soon found the long sought relief. My back strengthened and I began to feel better and stronger. I now enjoy my sleep without being disturbed and feel grateful to Booth's Kidney Pills for what they did for me."

Booth's Kidney Pills are a boon to women. She would know less of backaches if she took more of these wonderful pills. They are nature's greatest specific for all diseases of the kidneys and bladder. All druggists, 50c. box, or postpaid from The R. T. Booth Co., Ltd., Fort Erie, Ont. Sold and guaranteed by E. W. Mair.

The Western Union Telegraph Company has had the following notice posted up in its New York building, where many girls are employed: "All office girls employed by the Western Union Telegraph Company are required to wear plain shirtswaists with moderate high adjustable collars and sleeves that extend below the elbow." This is aimed at the "Dutch necks" that no Dutch girl would appear in, and at the sleeves blouses. The girls and their champions are up in arms against the order, but the company is first. It can hardly be blamed.

Train Derailed and Those on Board Buried in Mud

A washout on the National Transcontinental Railway about seventeen miles east of McGivney, caused a train wreck at noon Tuesday June 4th in which four men were severely injured but fortunately no lives lost. Six box-cars left the rails and were badly smashed. Those who were in the wreck state that the amazing feature was the fact that no person lost his life.

The construction train was conveying two concrete crews, one from Mile 73 to Mile 80 and the other to Napadogan. Seventy-five or eighty persons were on the train which was made up principally of box-cars. On Mile 77 the train struck a washout. The driver, Jack Swift on account of a curve was unable to see the defect in the track until too late to stop his engine. The latter passed the spot safely but evidently spread the rails doing so and the box-car immediately behind the locomotive and six others left the rails and piled in the ditch.

The washout occurred near a bog and the occupants of the derailed train were thrown head foremost into the black mud and in some cases had to be dragged out to avoid smothering. It is thought that water from the bog undermined the road-bed, the ditch not being large enough to carry it off.

Four of the men who were most seriously injured were brought to this city Tuesday evening on the I. C. R. freight and had their injuries attended to at Victoria Public Hospital. They were, Thomas R. Campbell of Salisbury, sub-contractor under the Moncton Construction Company, who was in charge of the concrete crew which was on its way to Mile 80; Austin Swift, brother of the driver and also of Mr. Irving Swift, I. C. R. train despatcher of this city; Fred Delaney, a member of the construction crew; William Thorne of Coldbrook near St. John, also a member of the construction crew. Almost every person on the train was badly shaken up and some sustained severe cuts and bruises, but their injuries were attended to at McGivney. Mr. Campbell's head was severely cut as was also his right hand. Thorne sustained the most serious injury of all having three ribs fractured. He left for his home Wednesday. Delaney was badly cut in various parts of the body and Swift had a bone in his right arm broken in addition to sustaining cuts and bruises. Some of the men were about the city today and attracted much attention.

Swift went through the thrilling but uncomfortable experience of remaining for twenty minutes pinned between a wrecked boxcar and a post while his friends attempted to get him out. He says that when the car he was in left the rails he was struck on the head by a table and knocked down and immediately afterwards saw the six cars following pile over on the first car.

Mr. Campbell was thrown clear out of the car in which he was and was immersed in the mud his pockets and clothing becoming filled with water slime. George Thorne, young son of William Thorne was completely buried in the mud and had to be dragged out by friends.

Mrs. Thos Taylor wife of the boss of William Campbell's crew had been acting as cook. She was in the van at the end of the train and received so severe a shaking up that she decided to quit railroading for a time at least.

Fredericton Mail

Graduating At Fifty-Three

From Lincoln, Neb., comes a story that should inspire many a man and woman who have compromised with their ideals or given them up as unattainable. It is a story of Mrs. Ella May Hursey, fifty three years of age, who on June 12 will be graduated from the Nebraska Wesleyan University. There are cases of women completing a college course at even more advanced age, but in the fact that Mrs. Hursey graduates in the same class as her youngest son her example is unique.

Many women of to-day are complaining that marriage is incompatible with intellectual achievement. Yet this Nebraska mother has shown that the unconquerable soul is not a plaything of destiny. She has gained a summit toward which she has looked during perhaps two-score years. A woman or a man whom the years at fifty have not robbed of their dreams is an inspiration to thousands of others. So much at least Mrs. Hursey has accomplished.

New York World

Doctor Pill—I understand you are treating old Gotrox. What has he got? Doctor Pellet—Oh, two hundred thousand dollars.—Judge.