

B.W. & N. W

RAILWAY TIME-TABLE

GOIN	G WES	T		
	No.	1	No.	8
Brockville (leave)	9.30	a.m	4.20	p
Lyn	9.55	46	4.85	
Seeleys *	10.05	66	4.42	66
Forthton *	10.18	66	4.58	44
Elbe *	10.24	66	4.58	66
Athens	10.38	66	5.05	46
Soperton *	10.58	66	5.22	66
to a b au a a m	11.05	66	5.29	66
	11.13	66	5.85	44
Elgin	11.32	"	5.49	"
Forfar *	11.40		5.55	66
Crosby *	11.48	44	6.00	"
Newboro	11.58	**	6.10	. 61
Westport (arrive)		p.m	6.20	66
GOIN	G EAS	T		
	No.	2	No.	4
Westport (leave)	7.00	a.m.	8.20	p
Newboro	7.10	66	3.35	-
Crosby	*7.20	66	8.46	

Forfar *7.25 " 8.52 " Elgin 7.81 " 4.02 " Delta 7.45 " 4.21 " Forthton *8,27 " 5.18 " Beeleys *8 38 " 5.30 " Lyn 8.45 " 5.41 " Brockville (arrive) 9.00 " 6.00 "

*Stop on signal W. J. CURLE,

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Nelson Earl

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The 'Night Cure', as its name implies, does its work while you sleep. It soothes sore and inflamed mucous surfaces, heals local weaknesses and discharges, while the Restorative, cases narvous excitement, gives renewed vigor and ambition, builds up wasted tissues, bringing about renewed trangth, vigor, and energy. Take Dr. Shoop's Esstorative—Tablets or Liquid—ass general tonic to the system. For positive local help, use as well

Dr. Shoop's Night Cure



man you all know:

If your dealer does not keep this medicine kindly ask him to order same for you as any sized order will be filled promptly.
First order, freight prepaid

Yours truly, W. A. SINGLETON

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"ALL DEALERS"

The Best on the Market



or money refunded!

An excellent remedy for Reheumatism, Lame Back, Etc., Etc.

Read the following testimonial from

a man you all know:

Portland, Feb. 8, 1908

Mr. W. A. Singleton,
Crosby, Ont.

Dear Sir,—In the winter of 1905 I was laid
up with La Grippe and unable to to get relief
from several other patent medicines. I was
convinced by several of my neighbors to try
St Regis Lumbago Cure, and I can thankfully
say it was the first thing that gave me immediate relief. Since that time I have never
been without it in my house, and cannot speak
too highly of it, especially for children, as it
will break up a cold at once. I have also
found it a sure cure for lame back,
You are at liberty to use my name for reference if you wish to publish it for the benefit of
others. I am yours truly,

C. A. VANKOUGHNET.

If your dealer does not keep this medicine

ATHENS LIVERY

This livery has been recently furnished with complete new outfit of cutters, buggies obes. etc., and we can give patrons prompt and efficient service. Every requisite for com-



SOME RAILWAY GHOSTS

BEN ON THE LINE HAVE MANY QUEER SUPERSTITIONS.

Lucky and Unfucky Trains-Uncanny Calamities on Scotch Express-Ensee of Human Skutl-Kindly Disposed Spooks Who Helps

Disposed Spooks Who Help,

The recent extraordinary accident on the Great Central Railway, England, in which a whole train was deraffed, and several of the coaches smashed to fragments, without a single passenger suffering any seriods in jury, probably will strengthen the widespread superstition among railwaymen as to there being both lucky and unfucky trains and locomotives.

An uncanny sequence of calamities once befell the old established Scotch express which starts from Enston at 8 p. m. Between August, 1873, and July, 1896, this train — popularly known as the "tourist" was involved in four serious accidents, accompanied by loss of life, as well as in several minor mishaps.

Certain engines have simister reputations, far more so than trains. Not so long ago the Northreestern Railway had a goods locomotive with the reputation of being bewitched. During its early history it earned a bad name by being continually concerned in slight mishaps, and by getting its driver and stoker into trouble for myesterious breakdowns. Then, in 1895, this engine met with an accident, in which the driver was killed. A year later it had another smash, fortunately unaccompanied by loss of life. When retrieved from this second "event"—which, like its predecessor, was inexplicable—this haunted engine was relegated to the scrapheap; otherwise it would have been impossible to find men to take charge of it again.

Another common betief is that some engines have, an insatiable thirst for

another common belief is that some engines have an insatiable thirst for blood. Four years ago the Southwestern had a shunting engine nicknamed the "Destayer." It ran over four sallors treepessing on the line, and on another occasion killed a foreman—all within the space of a few weeks. A Great Western engine was notorious for slaying station masters. It killed two successive holders of the office in shunting operations. The third station master, knowing its evil reputation, gave it a wide berth, but at last he grew ashumed of his prejudice, and mounted the footplets for a ride through the yard, fell off and was killed.

There are a few well known super-

through the yard, tell off and was killed.

There are a few well known superstitions pertaining to the railway. It is unlucky to start a new engine out of the shop on a Friday. It is unlucky to step on to an engine with the right foot, and to go forward to oil from the right-hand side. An engine must be turned on a turntable "with the sum"—i.a., in the same direction as the hands of a clock go around. It is a very bad omen for a driver, should he be so unfortunate as to run over a dog.

Navvies have always possessed the reputation of being superstitious folk. When the Northwestern Co. were constructing a line from Whaley Bridge to Buxton, the foundations of a particular bridge constantly gave way, to the perplexity of the engineers. The mischief was attributed to the simister influence exerted by a human skull, known as "Dickie," which was preserved in a farmhouse near by.

This grim relic, said the villagers, objected to railways. The navvies soon heard of the local tradition, and they declined to repair the bridge until some means could be discovered of appeasing "Dickie." Finally a Lancashire poet expostulated with "Dickie" in rhyme, and the skull saw the error of its ways. At any rate, the navvies performed the task over again and this time their work stood firm.

However, it must not be supposed

However, it must not be supposed that all railway superstitions are concerned with death or disaster. There are kindly disposed railway spooks, as well as bad. For example, a curtous story is told of an accident which occurred outside Waterloo Station occurred outside Waterloo Station some years ago. A passenger train collided with a light engine, and a very serious smaah was averted in the mick of time by the timely though mysterious application of the automatic vacuum brake. It is a fact that no one could discover how this brake was applied. So railway men fell back upon the hypothesis that there was a ghost on board the train.

The Khedive's Private Railway.
The Khedive of Egypt has a private railway from his palace at Raset-fin in Alexandria to his country place at Montasar, and when he goes from one place to the other he drives the engine himself. The line is ten

hom one place to the other he drives the engine himself. The line is ten miles long, and he seems to get keen pleasure out of the excitement of running an engine at full speed. During his last visit to France he rode on the cab with the driver of the express from Calais to Amiens and handled the levers himself.

Other royal personages have sought diversion from cares of state at various times in engine driving. The King of Spain is very expert and fearless as a locomotive engineer. Before his marriage he used to ride on the footplate of the royal train with the driver and take lessons in managing the engine.

Prince Ferdinand of Bulgaria is another royal engine driver. Recently he drove the express from Abbeville to Paris under the superintendence of the engineer.

The Marquis of Downshire vies with royalty in following this pursuit. He has a private railway at Hillsborough and an engine which he drives himself at a speed of forty miles an hour.

es an hour.

Ancient "Dogtongs."

Preserved in the cathedral of Bangor, Wales, is a pair of old "dogtongs," which were used for ejecting quarrelsome dogs from church during service. A similar pair is preserved at Llaynynys, Wales, and bears numerous teeth-marks.

WORLD'S OSTRICH SUPPLY.

The world's total supply of estriches is now said to be about \$80,000 birds. All but 20,000 of these are in Africa, the native country of the biggest birds

is now said to be about SULEUU birds.

All but 20,000 of these are in Africa, the native country of the biggest birds.

The stock is not decreasing, for it is one of the good fortunes of the ostrich that to take his feathers does not cause his death. The feathers would drop off themselves if not removed, and there is nothing painful about the latter operation, though the wantly of the bird at being routed of its chief ornament makes him resent the process.

The ostrich is too valuable a hird to be ill-used, for on the average they are worth \$600 per pair, and each one will produce some \$60 worth of feathers every year. Hence it will be seen that the owner has the strongest motives of self-interest to take cause of the birds. The feathers are never plucked till they are ripe.

But the beauty of a feather and its cost depend more on its width, on the length and thickness of its flue or strands than on the length of its made, even the handsomest being fartified with two additional feathers underneath, making three layers in allg and five or six layers are sometimes needed to give the tip the very thick, luxuriant effect so much admired.

A single ostrich feather is very scant and slim, indeed, and no woman would look twice at one. Preparing the feather is everything.

From first to last an ostrich feather passes through nearly 100 different hands before being delivered to the restilers.

African merchants estimate that the

passes through nearly 100 differents hands before being delivered to the retailers.

African merchants estimate that the industry brings into Africa every year some \$15,000,000, hence it is hardly to be wondered at that they oppose shipping of the birds to the farms of the United States. In fact when the first experiment was made by an Englishman in California, he had to pay as high as \$1,200 a pair for his birds.

Along the Salt River Valley in Arizona, the development of the ostrich industry is steady and prosperous. The average compare favorably with those shipped from Africa. The stock is probably not as fancy as some of the special brought out by the more experienced breeders of South Africa, but the size of the American bird is increasing and the health is all that could be desired.

Ostriches need a hot, dry climata, and alfalfa is the best food, though the big fellow is not particular, and will eat most anything. Indeed the humorists say that he enjoys nothing better than a hearty diet of stones.

THE BASUKUMAS,

Africans Who Have Most Original and

Hideous Ways of Hair Dressing.

Hideous Ways of Hair Dressing.

'The Basukumas, natives who make their homes around Lake Victoria, are ugly blacks and they look savage enough," writes Frank G. Carpenter. 'Most of them are of strong African type. They are tall and well formed, but their skins are black or very dark brown, and they have thick lips and flat noses. Their hair is woolly or kinky, and they have enginal ways of dressing it.

"Some of the women shave sections of the scalp, and a man will often have a place as big around as the bottom of a tin cup scraped off at the crown. Sometimes this bare spot is covesed with scars, made by custing and gashing it to cure the headache. Others of the men are perfectly bald, made so by the razor. They grease their heads, and they shine like patent leather dress shoes. Many of the women divide the hair into small braids and evidently shave clean the partings between them. Others twist the wool out into curis which stand forth like little worms all over the head. They are like angleworms, only black. Imagine a thick-lipped brunette Medusa who wears fish bait instead of snakes and you have the typical Basukuma beauty.

"Some of the more giddy of the

beauty.

"Some of the more giddy of the belies tie shells and beads at the ends of these curls, so that they almost fingle as they run. I have looked in vain for eyelashes and eyebrows. The Basukumas pull them brows. The Basukumas pull was out with tweezers. The men also pull out their beards by the roots in the

Sir Henry Campbell-Bannerman's last illness in one respect established a record. Of his predecessors in office in England (in modern times, that is) not one has been the object of such overt demonstrations of sympathy in high places. The sympathy may have been no less in other cases; the etiquette was more. Sir Henry received the personal visit of the Sovereign, of the Heir-Apparent, and of Queen Alexandra and the Empress Marie. Marks of sympathy such as this were not accorded to Melbourne, to Palmerston, to Beaconsfield, to Gladstone, nor to Salisbury. Palmerston wrote to the late Queen Victoria from Brocket—where, by and by, he was to die himself—that "Viscount Melbourne was released from further suffering," and three days later the Queen mentioned to her uncle Leopold that "our poor old friend" was dead. And in those days, less democratic than these, royal expressions of sympathy that took concrete form were generally posthumous, and expressed in funeral wreaths. Royal Etiquette To-Day and Yesterday wreaths.

"Discomposed" by a Big Tiger. Several Indian papers print the fol-lowing written by a native subordin-ate in his diary while in a very trying

"Up a tree where I adhere with much pain and discomposure while big tiger roaring in a very awful manner on the fire line. This is very inconsiderate tiger, and causes me great griefs, as I have before reported to your hore.

your honor.
"This is two times he spoiled my work, coming and shouting like thunder, and putting me up a tree and making me behave like an insect. It is a very awkward tate to me and the clear is most inconsiderate."

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