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DOUGLAS GLASS,
Manager Chatham Branch.

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HEAD OFFICE, TORONTO.
Branches and agents at all prin-
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Britain. Drafts issued and notes dis-
counted. Savings Bank Department
its (which may be withdrawn
at any time) received and interest
paid thereon at the highest cur-
rent rates.

W. T. SEANON,
Manager Chatham Branch.

A Good, Stiff Argument

For our laundry work can be put up on just
one article—the stiff bosom shirt. If there
is any one that launders these as well as
we do they are unknown to us. There cer-
tainly is no one who does the work any
better than the

CHATHAM STEAM LAUNDRY
Perfect finish is not the only thing sought
here. Care is taken that the collar band is
not stretched out of shape or made uneven
by the removal of open front shirts ironed
on buttonholes do not come opposite. We
do all these things right.

CHATHAM STEAM LAUNDRY
Near Fire Hall, Phone 199

FOR SALE

Brick house, \$1,300.00.
Brick house, \$1,100.00.
Frame house, \$1,000.00.
100 acre farm in Raleigh, brick
house, large barn, stable and other
buildings; all cleared, about 4 miles
from Chatham, \$7,500.00.
Farm in Harwich, good
house, barn, stable and other
buildings, \$6,500.00.
Farm in Tilbury East, good
house and barn, \$2,500.00.
To loan. Lowest rates.
As to suit the borrower.

W. F. SMITH,
Barrister.

Carpets Cleaned By Our New Process.

They are cleaned and relaid. Drop us
a card or call at office, opposite Piggot's
office King St., Chatham.

Chatham Carpet and Mat Works.

MARRIAGE LICENSES

Are in great demand just now,
and that creates a demand
for

Wedding Rings...

I have now on hand the largest
stock in the city, both the English
and the celebrated Tiffany
patterns. These are the nicest
and most up-to-date patterns
made.

COME AND SEE OUR LINE BEFORE PURCHASING

A. A. Jordan,

Jeweller,
Sign of Big Clock, Chatham.

Why Not

Beautify your home this
Spring by giving it a fresh
coat of PAINT or WALL
PAPER. We are at all times
ready to cater to your wants
in this line. Having none but
experienced and up-to-date
men, we can guarantee
satisfaction. Leave orders at
our office or Phone 52, and we
will call on you and submit
samples and prices.

BLONDE Lumber and
Manufg. Co.
Lumber Dealers and
Builders and Contractors.

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ING CO. INK, Cincinnati, Ohio.
A. WANKER, Representative.

FIXES THE PACE FOR ALL.

The Clock of the McGill Observatory,
Montreal, Tells the Trainman How
to set his Watch.

The tick-tock of the big clock in
Montreal's McGill Observatory, the
clicking of telegraphic keys, and an
electric message thrills the wires of
an entire railway system, giving the
standard time to each of its em-
ployees.

Not to human hands is entrusted
the important work of sending out
the standard time to all important
railway points. The almost perfect
mechanism of the McGill clock, when
connected with the electric current
sends a message over the wires twice
a day. At 10.58 every morning the
Grand Trunk Railway Company is
given the standard time, and about
an hour later the Canadian Pacific
Railway Company is supplied with
the all-important information. The
method of sending the message is
interesting.

To illustrate, we will use the C. P.
R. system. Before the hour of 11.54
comes every day is left silent, and
anyone in a C. P. R. telegraph office
can then hear the message. Begin-
ning sharp on the minute, there
comes a single dash every alternate
second until 50 seconds have passed.
Then there is a pause of ten sec-
onds. At 11.55 the dashes start
again, this time a double dash to
every alternate second, lasting for
50 seconds. Another pause of ten sec-
onds, and sharp on the stroke of
11.56 comes a quick double dash and
the circuit is closed. Then the ordi-
nary work is resumed.

During these two minutes the lieuten-
ants can easily compare their
watches or clocks with the standard
time, and there is absolutely no ex-
cess for inaccuracy except in cases
where the timepieces are defective.
There is no time lost on the wires
in sending the message. Railway men
say that it goes to Fort William
without being repeated, and that if
the telegraphic instruments were per-
fect enough the message might go
around the world without any ap-
preciable loss of time. Electricity is
swift now, and ere long it may be
swifter.

The Grand Trunk Railway take the
precaution to repeat the message at
the most important terminals and
junctions on their lines.
In every station and in nearly ev-
ery railway office of any importance
there is a large clock, and the em-
ployees in charge of these clocks are
expected to compare them daily with
the standard time as received from
McGill Observatory. If a clock varies
more than ten seconds it is corrected,
and if less than ten seconds, there
is a card hung on its front, stating
the exact number of seconds that it
is either fast or slow.

But this is not the case with
watches. These tiny timekeepers must
be kept in perfect unison with stand-
ard time. All employees who have
anything to do with the running of
trains, train-masters, locomotive
foremen, roadmasters, bridge and
building masters, conductors, engi-
neers, firemen, brakemen, train bag-
gagemen, yardmasters, and yard
foremen, must have their watches reg-
ularly examined and certified by the
inspector employed by the company
to be of the required standard of ex-
cellence. This certificate is supposed
to be renewed every January and
July.

The watches of the trainmen are
examined every first and third
week of each month for record and
comparison with standard time. The
employees must not regulate their
own watches or set them, unless in
case they run down on account of
failure to wind.

Conductors, engineers and pilots
are expected before going out on a
trip to compare their watches with a
"comparison clock" or one of
standard time. Before starting out
the crew must also compare their
watches. All other railway employees
are supposed to regularly consult a
comparison clock.

All these matters are covered by
the company's rule-books, and the
employees must abide by the rules.
Not only must trainmen carry
watches that are in the habit of
keeping good time, but their time-
pieces must be of a certain standard.
They must have no less than 19
jewels. The requirement in this re-
gard used to be 21. The difference
does not make any difference, how-
ever, in the cost. A railway man
cannot get a watch of the required
excellence for less than about \$25.
Every watch is also supposed to be
turned in for regulation every fifteen
months. The regulation and exami-
nation of his watch costs the rail-
way man nothing. The company pays
its watch experts for all that work.

One of the essentials of careful
railway management is accuracy in
time. Train schedules are now ar-
ranged so closely that absolute ac-
curacy is entirely necessary. It is
easily understood, therefore, why the
railway companies are so particu-
lar on this point. Even a small differ-
ence of time in a trainman's watch
might prove sufficient cause for a
disastrous accident.

Greatest, Yet Poorest of Men.
Rev. James L. Gordon, in Bond
Street, Congregational Church, Tor-
onto, on Sunday said: The world
has had five great teachers—Moses,
Buddha, Confucius, Mohammed and
Jesus, the poorest personality of all
history. The life of Jesus stretches
from the lowest material realm to the
highest spiritual realm, and the
seven great events of that life were
His incarnation, manifestation in the
temple, temptation in the wilder-
ness, transfiguration on the mount,
crucifixion, resurrection and ascen-
sion. Emerson says of Christ: "He
was the greatest and the poorest
man among the men of history."
He was rocked in a borrowed cradle,
and buried in a borrowed tomb.
Jesus in His crucifixion deals with
five great mysteries of life—the mys-
teries of pain, shame, sin, death,
and unknown eternity. Measure the
tomb of Jesus by the divine rod of
measurement, and you find it in its
length equal to eternity, in width to
the human race, and in depth to the
need of the human heart, and in the
dome that overarches it, a height as
great as the throne of the infinite.

CHILL WINDS

Are the dread of those whose lungs are
"weak." Some fortunate people can
follow the summer as it goes southward,
and escape the cold blasts of winter and
the chill airs of spring. But for the
majority of people this is impossible.

Family cares and
business obliga-
tions hold them
fast.

"Weak" lungs
are made strong
by the use of Dr.
Pierce's Golden
Medical Discovery.
It cures the
obstinate cough,
heals the in-
flamed tissues,
stops the hem-
orrhage, and re-
stores the lost
strength to the
flesh to the emac-
iated body.

"I am a railroad
agent," writes L. B.
Staples, Esq., of
Kansas, "and four
years ago my work
keeping me in a
warm room and
stepping out into
the cold winter air
gave me bronchitis,
which became
chronic and deep
seated. I tried to
reach my case and
advised me to try a
higher remedy. I
tried Dr. Pierce's
Golden Medical Discovery, and by
taking your 'Golden Medical Discovery,' and
after taking about four bottles my
cough was entirely gone. I found no ne-
cessity for seeking another climate."

Sometimes a dealer, tempted by the
little more profit paid on the sale of less
meritorious medicines, will offer the
customer a substitute as being "just as
good" as the "Discovery."
You get the People's Medical Adviser,
the best medical work ever published,
free by sending stamps, to pay expense
of customs and mailing only. Send 31
one-cent stamps for book in paper covers,
or 50 stamps for cloth-bound volume, to
Dr. R. V. Pierce, Buffalo, N. Y.

The First Riding Lesson.

The pupil of a good riding master is
usually disappointed at not being al-
lowed to do more in the first lesson.
He expects to mount the horse at once,
start off with a trot and wind up with a
canter. He is a little annoyed upon
finding that the first lesson consists
almost wholly of oral instruction and a
great part of it on foot at that. If
the master is conscientious he will not
permit the anxiety to be off and doing
interfere with a proper understand-
ing of the A B C of the art. Should the
beginner apply at one of the big riding
academies in New York for instruction
the first lesson will begin with the
leading by a groom of a horse, bridled
and saddled, into the center of the ring.
The riding master and the pupil take
their stand close by, and the former
begins to explain painstakingly the var-
ious parts of the saddle and bridle
and their purposes. Before anything
further is attempted the pupil must
be able to answer simple questions in
regard to the pommel and the cantle,
the curb and the snaffle, and to know
the uses of the two bits.

Omar Khayyam's Translator.
To Fitzgerald, careless, disorderly,
unconventional, who had for so long
followed his own sweet will, punctil-
ious etiquette and fastidious neatness
in attire were above all things hateful.
He once said to a friend: "I couldn't
be bothered with all those whims—
dressing for this and dressing for that.
I couldn't put up with it."

He and a friend were dining at a
hotel, and among the good things set
before them was a noble fruit pie.
But they had eaten so heartily of the
first course that when it came to the
pie's turn they were beaten. Fitzger-
ald looked troubled. "Mrs. So-and-so
(the hostess), who knows my partiality
for fruit," said he, "will take it as a
slight if we leave the pie untouched."
So without more ado he cut out a
good sized wedge with a fair allow-
ance of fruit and dropped it into his
hat, which he covered with his yellow
silk handkerchief, and rang the bell
for the bill—Wright's "Life of Fitz-
gerald."

Central Drug Store

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FERROL is not only the
great medicinal food, supply-
ing nourishment for tissue,
blood, nerve and brain, but it
is also a magnificent tonic
and increases the appetite for
all wholesome food.

FERROL has no equal as
a system builder.

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FERROL (the Iron-Oil Food) \$1.00

Rubber Goods

Our Stock is Complete
Call and Inspect...

Invitation Cards, Pro-
grammes, Pencils, etc.,
can always be obtained
at THE PLANET Office.

THE CANADIAN SEA.

"Probe," Mr. R. F. Stupart, Speaks to To-
morrow Club, on "Navigation of Hud-
son's Bay and Strait."

Mr. R. F. Stupart, of the weather
office, delivered the other day before
the Empire Club, Toronto, an ad-
dress on "The Navigation of Hud-
son's Bay and Strait," which was
to the following effect:

To the north of Ontario and Que-
bec there is, as you all know, a
great inland sea, a vast expanse of
salt water, 850 miles from north to
south and 600 in breadth, and
bounded wholly by lands which are
part and parcel of our great Domi-
nion, and connected with the broad
Atlantic by a strait some 450 miles
in length. We have as yet but a
most imperfect knowledge of what
wealth these waters contain. We
know that they do contain the right
whale, porpoise or white whale, wal-
rus, narwhal, seal, salmon, trout,
cod, and a variety of small fish, but
the only fishing industries so far de-
veloped are the whale fishery by the
Americans and the walrus, porpoise
and salmon fisheries by the Hudson's
Bay Company. The chief whaling
ground is in the northwestern part
of the bay, and here whalers from
Massachusetts and Connecticut have
been carrying on a profitable fishery
for nearly half a century. I fancy I
am not astray in surmising that
these people have year by year
been taking out and adding to the
value of at least \$100,000. Some
years ago the Hudson's Bay Com-
pany made large profit out of the oil
of the seal and white whale, and re-
fined the oil at their northern ports;
now as the oil has a less commer-
cial value, they have ceased this in-
dustry. The walrus is hunted not
only by the native Eskimo, who
roams the shore line of the bays and
straits and kills this huge animal
from kayak and ice floe, but also by
the company's men, who seek it in
small vessels out from Churchill.

The rivers which flow into Ungava
Bay and doubtless others further
west, abound in salmon—salmon
equal in flavor to those of New
Brunswick. The Hudson's Bay Com-
pany at one time found it worth
while to send a ship to Ungava and
George's River for salmon alone to
be shipped in cold storage. I believe
this ship has been discontinued, but
I think it probable for reasons other
than the failure of the fishery. We
Canadians have very slowly awak-
ened to the realization of the fact that
in Manitoba and our Northwest Ter-
ritories we have the best of wheat
growing lands on the surface of the
globe, sixty million acres, where
wheat is as certain a crop in any
part of the world and more than
twice sixty million acres where the
wheat fields will in most years yield
ample returns and where in every
year other crops are so certain of
success that the farmer will be able
to regard with tolerable equanimity
the possibility of partial failure of
wheat. What wonder that the Mani-
toba and Northwest farmer have
considered whether Hudson's Bay and
Straits are not the natural and best
outlet from the Northwest granary
to the markets of Europe. Churchill
is only 859 miles from Edmonton,
620 miles from Prince Albert, and
640 miles from Winnipeg and the
sea route from Churchill to Liver-
pool is but 3,368 miles.

The original charter of the Hud-
son's Bay Company was granted in
1668, in which Prince Rupert sent
an expedition into the bay, and Fort
Charles, the first English settle-
ment, was established near the
mouth of Rupert's River. For nearly
200 years the company's ships have
been passing backwards and for-
wards through the Straits, and seem
not to have been liable to any large
percentage of disaster. It must,
however, be borne in mind that the
ships have until recent years been
sailing vessels, and making but one
trip per annum, have passed through
the Straits when there has been very
little ice. They leave Scotland so as
to reach the entrance of the Straits
about August 1st, and within less
than two months they are again out
of the Straits homeward bound.

Mr. Stupart then proceeded to give
some particulars relating to the
length of time navigation in the bay
is impeded or actually suspended
through the ice, then continued:

"I give the following as the season
during which navigation may in or-
dinary years be regarded as prac-
ticable for the purpose of commerce;
not indeed to the cheaply built
freight steamer, commonly known as
the 'ocean tramp,' but to vessels of
about 2,000 tons gross, fortified for
meeting ice, and of such construction
as to enable them to be fair freight
carriers. These vessels must be
strengthened forward; should have
wooden sheathing and be very full
under the counter; the propeller should
be of small diameter and be well
down in the water. I place the limit
of size at about 2,000 tons because a
larger ship would be somewhat un-
wieldy, could not make such good
way through the loose ice, and being
unable to turn so sharply she would
get many a heavy blow that the
smaller ship would escape."

The speaker then went on to give
some interesting details concerning
the vicissitudes experienced by Cap-
tain Wakham, the commander of a
whaling vessel and concluded his re-
marks thus:

In judging of the suitability of
Hudson's Straits as a commercial
trade route we have not to consider
during what period of each year a
Dundee whaler or a specially con-
structed ice crusher can navigate the
Straits, but rather during what peri-
od an ordinary well found iron ship
with a master of usual experience
can navigate them with an ordinary
degree of safety. The result of in-
vestigation is not uncertain—such a
ship may with safety enter the
Straits early in July and should she
have good luck she may get through
to the bay with but a few delays in
the ice, but delays of a week or ten
days will not be infrequent. At the
close of the season ships should not
leave Churchill later than the middle
of October, because at that date win-
ter has set in.



Sunlight Soap makes homes bright.

SUNLIGHT SOAP

should be used to clean your house as well as wash
your clothes. It does twice the work of a common
soap in half the time and with less labor. Don't
take our word for it, but try it for yourself.

ASK FOR THE OCTAGON BAR

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LEVER BROTHERS LIMITED, TORONTO

BLOOD DISEASES

CURED TO STAY CURED.

If your blood has been poisoned with any hereditary or ac-
quired disease you are never safe until the virus is eradicated
from the system. Don't trust to family doctors, patent medi-
cines, blood purifiers, mercury and potash, etc. They will never
cure you—though they may help you temporarily. Have you
bleaches, eruptions, running sores, bone pains, itching of the
skin, sore throat, falling out of the hair, dyspeptic stomach,
weak heart—We can cure you.

YOU CAN PAY AFTER YOU ARE CURED.

Our VITALIZED TREATMENT is the result of 39 years
experience in the treatment of thousands of blood diseases. If
we fail in curing you, you need not pay us a cent.
We Cure Nervous Debility, Blood Diseases, Varico-
cele and Strictures (without operation), Sexual Weak-
ness, Urinary, Kidney and Bladder Diseases.

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Prices Right.

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STOMACH and LIVER PILLS
the best Antibilious Pills
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—CURES—

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Troubles.

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