



THE PECULIAR LOON.

This Bird Has a Hide About as Tough as That of an Ox.

The loon differs from other birds in a number of ways. I have reason to think that many people are unaware of some of these peculiarities. The loon has a hide as tough as an ox, and its feathers cannot be plucked without first scalding the bird as you would a hog. This incident will give some idea of the toughness of the hide. About thirty-five years ago, when I was living in Michigan, a loon was shot at with a shotgun industriously all summer without apparently doing him any harm. In the fall I killed him with a rifle just to convince the people that a loon could be shot and killed. He had many times been shot at with a rifle by the same people who had used the shotgun, and they had become convinced that he did so quickly that he dodged the shot in that way. I had seen them shoot at him a number of times and I could see the splash of the bullet or shot in the water before the loon dived. I ridiculed the idea of the dodging, and that led to my shooting him to support my contention. When I skinned the bird I found and counted over a hundred No. 6 shot, all of them packed to the inside of the hide and so giving him no permanent harm. It is remarkable that he was never hit in the eye nor sustained a broken wing.

Another thing peculiar to the loon is that after the chicks are hatched, if the mother wishes to move far, she will make a shallow dive and come up under her babies and swim off with them on her back. The person that succeeds in photographing her under such conditions may well claim the pennant. Only once have I seen a loon shoulder her young, although for over twenty years I lived in the part of Michigan where then there was the best chance imaginable to watch loons. Now the time has been cut off around most of the lakes, and such favorable conditions for observation no longer exist.

Although I have only once seen a loon shoulder her babies, I have seen her swimming with them on her back many times. Once one swam within twenty feet of me and never suspected my presence. One of her calls when sitting on the water for volume beats that of any other bird or beast that I know of. I have heard them in the night when they were more than five miles distant, for they only make that kind of call from the water, and there was no lake in that direction short of that distance. To say that the loon is a very interesting bird is as mild as I can express it.—Forest and Stream.

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SETS THE TIME FOR CANADA.

Heavy Responsibility Rests Upon Big Clock in McGill University.

Few people, even in Canada, realize the responsibility resting upon the big timepiece in the observatory of McGill University, Montreal. Even the German fleet in the Azores set their time by it. The clock at McGill is compared at frequent intervals with the clocks at the Toronto and Washington observatories by means of telegraphic communication. As a rule, the signals from Washington are slightly behind those from Montreal, owing to the distance between the two cities, but there have been only about six occasions during the past five years when there was a difference of over one second between the two clocks.

The Canadian Pacific Railway Co. has an official timekeeper at all terminal points who corrects the watches of the trainmen on his division from the daily messages received from the McGill clock in Montreal. These messages are sent every morning at 11:55, and the seconds are ticked off until the time message is being sent. When the time message is being sent, the lines have to be cleared of all other business, and this is a rule that on no account is allowed to be broken. The Canadian Pacific telegraph office is connected with the McGill Observatory clock by a special circuit, and signals are continuously sent over this circuit by the clock. These signals are received at the western terminus of the railway through automatic repeaters at Port William, Winnipeg, and Swift Current. About 3,100 of a second are occupied in passing through each repeater, and the time occupied on the Halifax line is about 3,100 of a second. The actual time consumed between Montreal and Victoria, B. C., is about 15-14 of a second. The signal arrives at Victoria at 3:45 to 3:56 Victoria time. The time signals at Canaan, N. S., are automatically repeated to the Azores Islands in the Atlantic and the vessels of the German fleet receive them from the land. Also the time is signalled frequently to the British warships at Halifax and Victoria. Not so long ago, the warships at Esquimaux used to take their own time by observation, but, finding that the McGill time was always right, they now receive it from the Canadian Pacific telegraph. At Halifax, an operator sends the McGill signals to the islands of Jamaica and Bermuda and from Victoria they are sent to the islands of the Pacific, where the Australian cable station is. The time is also signalled daily direct from the McGill Observatory over the Grand Trunk system. The signals are sent from 11:57 until noon, silence being sounded every second. On this railway the wires are kept clear of all other business, while the time signals are being sent, as is the case with the Canadian Pacific.

It needs no further particulars to prove that should the McGill clock cease to perform its duties for ever so short a space of time, the consequences would be most embarrassing.

Career of Canadian General.

Further particulars have been received regarding Major-General Samuel Peters Jarvis, C. M. G., a former commandant of the Ontario Rifles and Commandant-General of the Colonial Forces at the Cape, who died recently at the age of 85. Gen. Jarvis was the eldest son of the late Col. S. P. Jarvis, formerly Superintendent-General of Indian Affairs in Upper Canada, by his wife Mary, daughter of Chief Justice Powell, and was born at Queen's, Ontario. He was educated at the Old Upper Canada College, Toronto, and while still a youth he served as a volunteer in the 82nd Regiment in 1857. He purchased an ensign's commission in the Royal Canadian Rifle Regiment in 1855, and exchanged two years later into the 82nd Regiment, in which he served for thirty-four years, until his retirement in 1889 as a major-general. During the Indian Mutiny, throughout which he served from 1857 till its final suppression, in 1859, Gen. (then Captain) Jarvis was in temporary command of three companies of the 82nd, and the relief of Lucknow by Lord Clyde, he took part in the defeat of the Gwalior contingent at the battle of Cawnpore, and he was present at the action of Khodagunge and occupation of Futtehgur, the capture of Bareilly, and the action of Khan Kur. For his services in the Mutiny he received the brevet of major. From 1860 to 1866 he was adjutant of the Staff College—he had, before going to India, passed through the staff department at Sandhurst—and then followed an appointment to the staff of the Canadian Militia under Gen. Sir P. L. Macdougall. He was in charge of a militia district when, in 1870, he was placed in command of the provisional battalion of Ontario rifle-men that accompanied Lord Wolseley on the Red River Expedition. For a time he was commandant of the Northwest Territories at Fort Garry, now Winnipeg, and his services there and elsewhere were rewarded with the C. M. G. From February, 1875, to May, 1880, he was on special service in South Africa, and was appointed in May, 1878, commandant-general of the Colonial forces at the Cape. Gen. Jarvis was the author of the "Historical Record of the 82nd Regiment, or Prince of Wales' Volunteers." He married, in 1856, Renee, eldest daughter of Capt. John Wilson, R. N., and granddaughters of the late Admiral Sir W. C. Fane. Mrs. Jarvis died in 1900.

Late Mr. Arthur Harvey, who was much missed from literary and scientific circles in Toronto, says The Globe. For many years he had taken a prominent part in the proceedings of the Canadian Institute, and it was always a pleasure to the other members to hear his contributions to the discussions which followed the reading of scientific papers. His versatility was astonishing, and his culture embraced a wide field of literature as well as science. Though he held tenaciously to his own well-thought-out views, he was always ready to hear the other side without impatience. His manner toward his fellow-members was urbanely itself. To even Mr. Harvey's most intimate friends it was matter for surprise how a man of business was able to acquire such a mass of lore and keep it so ready for extempore use. He was, it is needless to say, widely respected by his fellow-citizens, to whom his striking figure and ready greeting have long been familiar.

Lengthening Human Life.

Rip Van Winkle was supposed to have lived longer than his allotted three score and ten, and many times we are referred to the old days as being prolific in aged people, yet we hear of more people in this 20th century living to a hundred, years and more than was ever known in the United States before.

Recent discoveries have proved that it is not only important to have pure and sound corpuscles, but also plenty of white corpuscles in the body, and that diseased germs enter the system, it is the food and taking from it such elements as are necessary. Because of the good effects of Dr. Pierce's Golden Medical Discovery upon nutrition, the blood is built up and the symptoms of catarrh, threatened consumption, weakness, or debility, such as fever, night-sweats, headaches, etc., are dispelled.

Another blow has been aimed at the haphazard ship's cook, the day of the London Express. The Board of Trade proposes to keep a paternal eye on the culinary department of the merchant marine, and Mr. Gerald Ralston has introduced a bill into Parliament. It provides for certificated cooks being carried by every British foreign-going ship of a thousand tons and upwards. The cook shall not be considered "certificated" unless he is passed as competent in cooking by the Board of Trade, or by some school of cookery or other institution approved by the Board. As an alternative he must hold a certificate of discharge showing at least two years' service as cook. Moreover, the cook must be able to prove six months' service at sea in any capacity, and shall be rated in the ship's articles as ship's cook or steward.

This proviso is for the protection of "doctors" who are seamen first and cooks afterwards. Otherwise, land-lubbers of the most objectionable type might find their way into the merchant service solely on their ability to make puddings and broil mutton chops.

Although the new act will not be effective until December 31, 1907, it is already unpopular with merchant skippers.

HOME.

Whether in the Arctic circle

Or on India's coral strands,

Where the winds are perfume laden,

And warm waves caress the sands,

Whether eastward, whether westward,

When the daylight fades to gloom,

Where a baby runs to meet you

And to kiss you, that is home.

Where a baby runs to meet you—

That is all there is in life;

All there is at all worth winning,

Worth the striving and the strife.

Two we dimpled arms stretched to

Two expectant eyes that wait.

It is home for you wherever

There's a baby at the gate.

It is home—sweet home—forever.

When the lights of laughter run

Of a tousled headed baby

Sitting playing in the sun.

It is home where every nighttime

As the evening shadows creep

A wee, night-robed figure whispers,

"Now, I lay me down to sleep."

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Carter's

Little Liver Pills.

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Minard's Liniment Cures Burns, etc.

THE KITAMAAT INDIANS.

No Race Suicide Among Them—Civilization Increases Birthrate on the Pacific Coast.

The recent definite settlement of the new Alaskan boundary, the sea terminal of the G. T. P., the resemblance between the Kitamaat Indians and the Japs, and the discovery of a new Elzawatha on Kwa, are all optimistic signs by the Rev. G. H. Raley, who recently passed through Toronto and talked about his home in Kitamaat, B. C.

Mr. Raley, who has been twelve years working on these problems, is a missionary now on extended furlough with Mrs. Raley. He is a canoe voyager, town-builder, linguist, expert mental gardener, explorer, practical printer, newspaper editor and amateur photographer—a swarthy, mild-voiced man, with an English accent and a peculiarly interesting, the pastor of a peculiar people in a strange land. "The only Indians that I know of who never lived in tepees or wigwams," he said, showing a picture of old Kitamaat with windowless huts, made of split cedar. "The Kwagwiltu, nation, live in wooden houses ever since the stone age. When Lord Dundonald was out last year I showed him great cedar parties split by the Kitamaat flint adzes, which are as keen as axes. The Kitamaats are not nomads; cannot be, for they are shut in. Fishers and hunters, they care but little for white man's food if they can get fish, oolichan oil, bark and kiltam root. I have about 600, told in a huge parish that I cover three times a year by canoe."

Here Mr. Raley produced all the files of the first and only newspaper ever published in the Kitamaat Land—the "Na-Na-Kwa"—which on the Northwest coast, a church quarterly, founded by him in January, '98. The first edition is yellow—not yellow journalism, however. Here is part of its news column: "Mail received at Kitamaat before Xmas, via Hartley Bay, by canoe. Several schools of whales (finback rovers) passed up the inlet this fall in search of food. One monster came within 200 yards of the mission house Oct. 10th."

A chief and five Kihmanu people are wintering here. They speak the Kitamaat language.

The Kitamaat tribe is not decreasing. During the year there have been 13 births, three marriages, 12 deaths. About 2,500 copies of Na-Na-Kwa are now printed every quarter.

"Have your Indians no tuberculosis," Mr. Raley?

"They have, but we are fighting it. There is less of it now than when I went there. The mortality of our Indians is decreasing with civilization. We are teaching them to take care of themselves. We owe that to a vanishing race. When I went there the children were dying wholesale from exposure in long voyages to the potlatch feasts. Wherever you find a potlatch village there are few children. The civilization does not mean race suicide with us—quite the reverse."

"You say the Kitamaats resemble the Japs, Mr. Raley?"

"Yes, at two canneries I have put small Kitamaats alongside big Japs and nobody could tell the difference. Yes, I am quite sure these Indians come from the Orient. Why these very Japs whom we have there are catching fish right along in conjunction with Kitamaats—good fishers they are too."

Kitamaat is now a number of frame houses, population 200; expectantly waiting for the day when the T. P. or the C. N. R. or both shall locate a terminus there and when ocean-going ships shall drive out the fin-back rovers from the 75-mile harbor."

THE LATE ALEX. BEGG.

A Pioneer Newspaper Man and Crofter Immigrants' Friend.

On a recent Sunday in New York the death took place of Alexander Beggs, who was for many years one of the best known newspaper men and immigration workers in Canada. Mr. Beggs was born May 7th, 1835, at the parish of Walsingham, Cambridgeshire, Scotland, and was educated at a private school and at the Nigma School, Edinburgh, Scotland, obtaining a teacher's first-class certificate. In 1846 he came to Canada, and taught school at West Farnham, Madoc, and Oshawa. In company with Mr. J. E. McMillan, he started The Messenger and afterwards The Sentinel at Brighton, and The Advocate at Trenton. In later years he reported The Globe at Ottawa during several Parliamentary sessions, afterwards founding The Muskoka Herald and The Canadian Lumberman. His other literary efforts included a history of the Province of Columbia and many minor publications.

About 1855 he returned to Scotland, where he spent a year or two, and, coming back to Canada, he was appointed to the news staff at Morrisburg, and in 1858 he was made inspector of inland revenue for the Northwest. He left for his new post, and accompanied the Hon. Wm. McLaughlin and staff, but when they reached Pembina they had to turn back owing to the Riel rebellion.

The Ontario Government appointed him Immigration Commissioner to Scotland, and he was very successful in establishing The Globe at Ottawa during several Parliamentary sessions, afterwards founding The Muskoka Herald and The Canadian Lumberman. His other literary efforts included a history of the Province of Columbia and many minor publications.

Mr. Beggs is survived by his widow, a daughter of the late Miles Luke, a U. E. Loyalist, who settled near Oshawa about 1815, and by eleven children.

The Emigrant in Canada.

For several years after we came out I was trying. Wages were very low at that time, and provisions and other necessities very dear. But now around us things are very different. Trade is good, and farm wages are high, provisions and other necessities quite reasonable. Any young man with good health, not afraid of work, and able and willing to put up with inconveniences, with great perseverance and carefulness, no doubt would be much better off in a few years than he would have been in England.—English Emigrant in Wolverhampton Journal.

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They know what's what and get it.

But good fit, the newest color and so on, aren't enough.

The Clothes must be snappy and have a jaunty appearance. We give all these points at

The T. H. TAYLOR Co.

FORTY MILES OF LOCUSTS.

Stopped a Railroad Train in Uganda While Proceeding to Mombasa.

The Daily Express publishes the following:—A remarkable sight was witnessed recently by passengers in one of the down trains on the Uganda Railway, writes an Express correspondent. When passing Nairobi, the headquarters of the railway, a dense swarm of locusts, closely followed by an enormous flock of hawks, circling gracefully round in pursuit of their prey, was seen high up in the heavens.

An even stranger sight, and one which told only too plainly of the havoc being wrought in their aerial ranks, was presented by the discarded wings of the locusts which fluttered to the ground like falling leaves.

Not long ago, while proceeding from Lake Victoria to Mombasa, a train ran into a perfect bank of these destructive pests, which continued, with more or less density, for a distance of nearly forty miles.

In some places they were between four and five inches in depth, but curiously enough, the entire invasion was confined to a strip of not more than fifty yards on either side of the four-foot way.

As soon as the engine struck the swarm the train was brought to a standstill, and for the next two hours a breakdown gang had to be employed in shovelling the locusts from the rails and covering them with sand, the "branch" being described as almost over-riding.

How's THIS?

We offer One Hundred Dollars' Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure.

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Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Testimonials sent free. Price 75 cents per bottle. Sold by all Druggists.

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London Subway Wages.

Under the new scale the London Subway District railway will pay its employees as follows: Motormen will be paid from 35s. to 42s. 6d., conductors from 25s. to 30s. and gatemen from 21s. to 22s. 6d. The week is to consist of six days of ten hours each instead of seven days, as at present.

The men ask that 8d., 9d. and 10d. per hour shall be paid to first, second and third year motormen, with 10s. 6d. per hour to conductors and assistant motormen, and 4s. 6d. and 5d. per hour to the first and second year gatemen respectively. They also propose a nine hour day and an eight hour day in reckoning overtime and that for Sunday work the rate of payment shall be half as much again as the ordinary rate.

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