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sickness, Scott's Emulsion increases the appetite and builds strength rapidly. Its wonderful nourishment assists nature in restoring health. All Druggists. Scott & Bowne, Toronto, Ont. 12-7

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WINDSOR SALT BRAN and SHORTS always kept in stock.

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Select patterns that are different from the ordinary kind—Papers that have a real decorative value—Papers you would be proud to have hung on your wall because of their style and individuality. That's the kind we show. You owe it to yourself to look them over before you buy, for they are papers of uncommon merit. Shop open every Saturday afternoon or by appointment. Local representative for the best wall paper firms in America.

(In Calder's Block, next to the Post Office.)

B. H. Willis

CHICKENS

The time has come when chickens scratch the stuffing from your garden patch and cause resentment warm. The man who owns a bunch of hens should keep them shackled in their pens or give them chloroform. For hens have caused more strife and stress and broken lives and bitterness than anything on earth; one hen can bring more grief and care and wretchedness and black despair than all known hens are worth. Our village once was sweet and calm, and every sorrow had its balm, we never heard a wail; there was an atmosphere of peace, we had no use for the police, and no one was in jail. Then some one started keeping chicks, and soon we all were hawking bricks and reading riot acts; and when at court we stood in line his honor sprung a heavy fine when he had learned the facts. Disgust is brooding on our brows, we spend our time in raising rows, with voices and with pens; we shake our fists and deal in threats, assassinate each other's pets—and all because of hens. Because of hens a million jays are being cussed daily fifty ways, and raising grievous howls. A law must soon be written down prohibiting the folks in town from keeping feathered fowls. Walt Mason

ICEBERG ZONE OF ATLANTIC

About 200 Miles Wide And Known to Every Trans-Atlantic Mariner

The iceberg, the derelict, and fog are the greatest terrors of the sea. Derelicts are few, and are the least destructive agent of the three. When there is a fog, the ship can stop her engines, if necessary, and wait until it clears. No certain way of guarding against the iceberg is known, though every large ship has appliances that it is hoped will protect her, and none was ever more better equipped in this respect than the Titanic. Sometimes a fog will indicate the presence of great masses of ice. When they are suspected, the temperature of the water is taken at short intervals, and if it continues to drop it is certain that a berg is not far off. It has been found, however, that the thermometer is not an invariable test, for there may be a current of warm water between a ship and an iceberg. Again, it is said that the blowing of the siren frequently reveals the presence of an iceberg because of the reverberation. If the berg happens to rise no great height out of the water it provides no wall from which the sound will re-echo, and this precaution too, may be in vain.

The Thugs of the Sea

The dangerous bergs are not those that rise perpendicularly out of the water like a cliff. The real terrors of the sea are the bergs that show up faintly against the sky line, and that thrust out their base thousands of yards under water. By the time a searchlight revealed the presence of such a berg the ship might be so close to the concealed base that a collision could not be avoided. The regular, picturesque iceberg is the rarity. Captains do not fear them, and passengers on the ship delight to view them from afar, with the light shining like diamonds from their lofty pinnacles. As a rule the North Atlantic icebergs do not attain such a height as those that break away from the Antarctic. The latter are sometimes 800 feet high, while those from the north do not often attain a height of more than 200 feet.

A Giant Berg

Sir John Ross on one of his voyages took careful measurements of a giant berg, and found it to be two and a half miles long by two and one-fifth miles broad, and rising 153 feet above the water. It is estimated that this mass of ice weighed not less than 1,500,000,000 tons. The bergs in the North Atlantic are distributed in a remarkable manner, and indicate the general set of the currents. They move in these currents and are only slightly affected by the wind. It is no uncommon sight to see a great berg moving in the teeth of the wind, a phenomenon that is understood when it is remembered that only one-ninth of the berg's bulk is above water. The berg upon which the Titanic struck was undoubtedly moving in the Labrador current, which flows in a generally southerly direction round the coasts of Newfoundland and Nova Scotia. In this case it is



H. J. ALLISON

of Montreal, who with his wife and daughter was lost in the Titanic wreck.

abundant in early Summer. To the east is the Gulf Stream, as it flows to the Scandinavian coast. The bergs go south until they meet the warm waters, and there they melt. Icebergs are rarely seen south of 40 degrees latitude.

The Danger Zone

The iceberg belt is about 100 miles broad, and is known to every man who sails the North Atlantic. Tidings of the movement of the bergs is communicated to all ships by the Hydrographic Department of the United States, and as these fields move very slowly, it is possible to chart them with some approach to accuracy. This Spring, however, there has been an unusually large number of the bergs, and it has been found impossible to keep track of them all. One result of the Titanic disaster is likely to be the establishment of an iceberg patrol through the 200-mile danger zone, which can warn approaching vessels by wireless of the exact location of these terrors of the deep.

CAPTAIN ROSTROM

Captain R. H. Rostrom of the Carpathia, the man who guided the vessel of rescue to the scene of the Titanic disaster, is himself a soldier and a hero as well as commander of an ocean liner.

He wears a medal for capturing a Boer battery in the South African war. He was then Lieutenant Rostrom of the British Royal Naval Reserve. He landed a battery of guns and with a few hundred men captured one of the important Boer strongholds. It was one of the decisive victories of the war. Lieutenant Rostrom was decorated for his skill and daring.

Captain Rostrom is one of the youngest captains in the Cunard fleet. He began as first mate on one of the small Cunard steamers fifteen years ago and has risen steadily in rank and honors.



CAPTAIN E. G. CROSBY

of Milwaukee, who lost his life in the Titanic wreck, from which his wife escaped. Captain Crosby was president of the Crosby Transportation Co., and was one of the best known marine men on the great lakes.

Major "Archie" Butt

"Archie" Butt's epitaph was written by President Taft even before the White House had received confirmation of his loss in the Titanic disaster.

"When I heard that the Titanic had sunk with twelve hundred souls," said the President—and his face showed his sorrow—"I knew that Major Butt had not been saved. He was a soldier and remained on deck, where duty told him he belonged."

To the American public Major Archibald Willingham Butt, U.S.A., was a debonair attaché of the President. Always doing the right thing, always saying the right thing, he went wherever the President went. An "Admirable Crichton" he was, remarkably combining the best qualities of military aid and secretary, intimate and adviser.

Roosevelt, when President, found in Major Butt not only a keen sportsman, ever ready for a horseback ride, tennis on the White House court, or a long tramp through the rain, but also a man of shrewd judgment of public affairs and a sound taste in literature. Mrs. Roosevelt and the other members of the family were devoted to "Archie," as he was known to them all.

The intimate glimpse which was vouchsafed Major Butt of the history of two administrations he carefully recorded. Two volumes he constantly worked on, one an official record of the President's doings day after day, his journeys, receptions, etc. The other was Major Butt's own observations of what he had seen and heard, and this may, by his direction, be published many years hence.

To Major Butt's genius for friendship thousands of persons in United States are bearing witness. A characteristic of his rapid rise in the official world was that his friends of yesterday were his friends of to-day and tomorrow.

ISIDOR STRAUS

The Remarkable Tribute of Dr. Schulman in New York

No death was more regretted in the United States than that of Isidor Straus, the New York millionaire merchant and philanthropist, who had done so much in the interests of the common people. It will be remembered that he was drowned on the Titanic. His wife was also a victim having refused to go into a lifeboat without her husband.

"Isidor Straus," Dr. Schulman said, "was a great Jew. All the traditions of the Jew were dear to his heart. In the past we as Jews have been able to say that the Jews are great doers, the Jews are great philanthropists. Now when we are asked 'Can a Jew die bravely?' there is an answer written in the annals of time. And when we are asked 'What enabled Isidor Straus to do all these things?' our answer must be 'God blessed him and gave him Ida Straus.' Ida and Isidor Straus were two persons with a single personality. Beloved and adored of each other in life, in death they were not separated.

"Isidor Straus had a great intellect, which moved quickly, and I have no doubt that in the last few awful minutes he fully comprehended what would happen, and he laid down his life in the company of the great spirits. And there is not a shame attached to any one of those great spirits, American or Israelite, with whom he died. God sometimes in His infinite wisdom selects a man to die that his life may be remembered by all of mankind."

CHAS. M. HAYS WAS NO DREAMER

A Man Who Made Things Move in Railway Construction and Transportation

When the Titanic plunged into the depths of the icy Atlantic that early Monday morning, among the 1,300 helpless victims was a man who was doing big things in the making of Canada, Charles Melville Hays, president of the Grand Trunk and Grand Trunk Pacific Railway systems. The story of Mr. Hays' rise from a humble clerkship on an American railroad to be the head of one of the world's greatest railway companies is a very fascinating one. He was a dreamer of high dreams, with power to make his dreams come true. He had the genius of hard work.

In his room in the Grand Trunk building Montreal there was no clock. Being human, he did not question the ultimate supremacy of time, but he got all there was out of every hour as it went, and had no toleration for a clock watcher.

"These people," he said, "know only two stations on the line—Sundown and Payday." The only admonition he ever bestowed was, "do a thing, and do it quick." To transport things is the whole purpose of a railway, and transportation cannot wait. Things have to be "done quick."

Mr. Hays did them that way all his life. Otherwise he never could have done so much. But nothing he did was unconsidered. He had the gift of prompt perception, and the instinct to act swiftly upon what he perceived.

How much this co-ordination had to do with his long career as a creative and constructive force in railways is a minor question, since it would involve no more than the training of qualities that were themselves inborn and not acquired. But the power was there, and never failed. It was no wise in conflict with his own statement of what he believed to be the most valuable asset a railway man can have: "The genius of railroading lies in patience; in the ability to see and hear all sides of a subject or a controversy, and then explain why you can't do what the other fellow wants."

On January 1, 1902, Mr. Hays took up his duties as Vice-President and manager of the Grand Trunk Railway. There was no ceremony. He simply went to work. He had planned the road to the Pacific and to that project he applied his energies and there began the rise of the system to its present colossal proportions, and the working out of his dream to span the continent and gridiron Western Canada with branch lines. For almost two years now he had been president, the first American to hold the position.

Few men have had either the imagination to conceive or the ability to do so vast a thing, involving an outlay so enormous. But it is practically done. Another year or so will see through trains from Moncton and Montreal running into Prince Rupert, the new Pacific port that has been created by the company, 560 miles north of Vancouver, and 1,500 miles nearer to Tokio by sea than San Francisco is.

Mr. Hays was in his fifty-fifth year, rugged and hale, with apparently many more useful years before him. Into thirty-eight of those he lived through, he crowded more than would be satisfactory life work for a good half-dozen unusual men. He kept his health by following the simple rule of never riding or driving when he could walk. The foretime presidents of the Grand Trunk drove in state to their offices, with footmen to open the carriage doors. Mr. Hays footed it. He did not own even a motor car.

Memory recalls one other great man who gave such a reply as Mr. Hays would give to a man who asked how he contrived to get through so much work. That was Sir Walter Raleigh. "When I have a thing to do," said Sir Walter Raleigh, "I go and do it."

Away back about 1904, when the Grand Trunk Pacific was first looming strong as a future transcontinental railroad, Mr. Charles M. Hays was in Toronto and was besieged as usual for information and comment. A young newspaperman who had been through the west and felt the sublimity of the scenery along the Canadian Pacific through the mountains put a question to Mr. Hays.

"Will the scenery along the Grand Trunk Pacific through the Rockies be as fine as along the C.P.R.?" was the poser.

"Oh, you know freight cars don't care much about scenery," was the reply.

The Grand Trunk has since found the scenic assets of their route and are making proper use of them.



HENRY B. HARRIS

the theatrical manager who lost his life in the Titanic disaster.

FLESHERTON.

Mr. James Hemphill of Toronto is visiting his brother and recuperating after an operation for appendicitis.

Mr. O. W. Phillips visited friends at Collingwood on Sunday.

Mr. Arnold Thurston of Toronto, returned last week from a trip to the Old Country and is on a visit with his parents here.

Mr. Max Bannon, of Dutton, was home on a visit for a few days.

Mr. Robt. Henderson of Rob Roy, was a visitor at Dr. Murray's the beginning of the week.

Miss Maud McDonald has gone to Collingwood to take a position in the post office.

Mr. Will Walker who went to the West a few weeks ago with Mr. Chas. Stafford is now reported ill with typhoid fever.

Mr. J. E. Marcellus has been successful in his examinations for the degree of B. A. and is now the subject of congratulations from his friends.

Mr. W. Flynn has taken a position for the summer with Mr. Hogarth, with whom he was employed last season.

Mrs. J. A. Boyd's friends are pleased to see her sufficiently recovered from her recent railway accident to be able to move out a little, but she is yet in a weak and suffering condition.

Mrs. John Osborne, a respected old lady, is at present very ill at the home of her daughter, Mrs. W. J. Stewart.

Mr. W. J. Moffat who spent the past four months with his family in Osprey, left last week for his home in Saskatchewan and called on your Cor. and other old friends before taking train.

About twenty-five married and young people of the village accepted an invitation to visit Mr. Charles Stewart's Sugar camp one evening last week and after a jolly time at the boil down and taffy pull, the company wended their way home at midnight.

Mr. Wm. Sharp received the sad news by telegram on Saturday of the death at the Soo, Ont. of his brother John, who was asphyxiated by gas, but the particulars not yet received. The remains will be brought here for burial after the arrival at the Soo of the deceased's only daughter who is married and living in California. Mr. Sharp, who is about 59 years of age, was raised on the old homestead near this village and there are many friends who sympathize with the family, bereaved. Mrs. Geo. Johnson Sr. and Mrs. Jos. Blakely are sisters of the deceased.

Mr. John Nuhn, has purchased from the Flesher estate the Woollen Mill property which he has had leased for a number of years. Mr. Nuhn is a desirable citizen and all are pleased to see him locate permanently here.

Mr. G. Myers has bought from Mr. McDonald the former John Good-fellow brick residence into which he moved last week.

Constipation is the root of many forms of sickness and of an endless amount of human misery.

Dr. Morse's Indian Root Pills,

thoroughly tested by over fifty years of use, have been proved a safe and certain cure for constipation and all kindred troubles. Try them. 4

25c. a box.

ALGONQUIN NATIONAL PARK

The Grand Trunk Railway in view of the very large increased number of winter tourists this season at Highland Inn, in the National Algonquin Park, are making extensive improvements to their Inn. These improvements will be completed about the 1st of May, and consist of a 165 ft. extension to the west wing, which will include some 50 rooms for guests; a music room, 30 x 30; tea room, 30 x 30; billiard room 30 x 30; and a store outfitting department, 30 x 32. This Store Dept. is unique, as it contains everything from a needle to camp equipment. Tourists desiring to make trips through the Park, can be supplied with tents, boats, canoes, fishing equipment, supplies and guide, the price not exorbitant. The rotunda is largely increased, also the dining room; necessitating new kitchens, serving rooms, etc. An additional room for the use of children and nurses, will be built, and the guides are to have a separate establishment. With a new ice house, cold storage, enlarged dancing hall, and other alterations referred to, will make this Inn one of the most complete and perfect in the lake and mountain parts of Ontario. A large toboggan slide will also be constructed during the summer. During the winter tourists from all over Canada have made use of the hotel, and the daily average guests from 18 to 25, and it is pleasing to note that most of these guests are from our own and other Canadian cities.

Five desperate criminals escaped from Kingston penitentiary, but were subsequently captured.

CLEAN-UP SALE

AT COST AND UNDER

As I have purchased the Middaugh House and intend to enter the hotel business as soon as I can get the place ready, I have decided to sell out all my tweeds, worsteds, tailor goods generally, as well as my large stock of

MEN'S FURNISHINGS

Everything is of the best quality and must be cleared during the month of May. This is a great chance to get a snap in Summer Suitings

J. C. NICHOL

MERCHANT TAILOR

Middaugh House Block - Durham



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Brandram's B. B. Genuine White Lead is unequalled for whiteness, fineness and durability.

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