

LORD AYLMER.

Something About the Man

WHO IS NOW ACTING G.O.C. OF CANADA.

A Long Line of Distinguished Ancestors.

There are probably few gentlemen in Canada who would seek publication of the details of their personality with less zeal than Lord Aylmer, who is defacto General officer commanding the Canadian militia. He bears an ancient and honorable name. If certain distinguished heralds are properly informed, one of his ancestors was brother to the good King Alfred. The history of his family since the sixteenth century sparkles with good works of many kinds. The present Lord Aylmer's father was a member of a cadet branch of the family which had settled in Virginia. The main stock is Irish, but there is an infusion of Cornish and Huguenot, a three-sided crystal which shows no flaw.

Lord Aylmer, however, has never sought publicity. His title as an Irish peer has carried with it no considerable estate. He plays manfully and well, though humbly, the weight of the civil servant's task. Neither himself or Lady Aylmer—a daughter of the man who originated the project of a deep water ship channel between Montreal and Quebec—have ever tried to thrust themselves into that curious mixture of the real and false which is known as Ottawa society.

Has Much Tact.

Aylmer, in his official capacity, is a man of unflinching tact. It is true that he has not been called to do many big things in the course of his departmental duties, but he has shown himself able to do them. He is beloved of all in the Militia Department, whose claws he has not aided at clipping.

He is now in his 63rd year. He does not look it. He carries himself like another Sam Hughes. His hair is grizzled, but not grey. He is not bald. He is said to be a martinet in the enforcement of his commands in the Department, but he strikes the outsider as a reserved, incisively speaking and clean Canadian gentleman, with all that the term Canadian gentleman implies.

Burke's Peerage says:

The Baron Aylmer (Sir Matthew Aylmer), of Balrath, County Meath, and a Baronet of Ireland, late lieutenant 7th Royal Fusiliers, now colonel and adjutant-general Canadian militia, succeeded his father as eighth Baron, 29th November, 1891; born 28th March, 1842; married 20th October, 1875, Amy Gertrude, second daughter of the Hon. John Young, of Montreal, and has issue. The issue is three sons and two daughters. The beginning of the lineage is set at Sir Gerald Aylmer, knight, of Dollardstown, Meath, Lord Chief Justice of Ireland, who died in 1560.

A Naval Officer.

The first Baron Aylmer, whose baptismal name, Matthew, the present Baron bears, was a distinguished naval officer in the reign of James II., and after the Revolution Rear-Admiral of the Red. He was elevated to the peerage in 1718, by the title of Lord Aylmer, Baron de Balrath, County Meath, and was appointed in 1720 Rear-Admiral of Great Britain.

The fifth Baron, another Matthew, general in the army, colonel of the 18th Foot, and G. C. B., assumed the name of Whitworth before that of Aylmer, and the arms of Whitworth in addition to those of Aylmer, by royal license in 1825, at the death of his uncle, Charles, Earl Whitworth.

The sixth Baron, Frederick William, who died in 1850, was Admiral, K. C. B. and K. S. F. He was succeeded by his cousin, the seventh Baron Udolphus by name, father of the present Baron, who had previously come to Canada to seek his fortune in farming in the Eastern Townships. He was a colonel in the

Canadian militia, but lived at his home in Melbourne, Quebec, the simple life of a Canadian country gentleman. The tree in its several branches shows many names distinguished in the service of the country through the army or navy or church.

In the Raid.

The present Lord Aylmer was born at Melbourne in 1842. He was educated at the High School, Montreal, at St. Francis College, Richmond, and at Trinity College, Dublin. He entered the army as ensign, in the 9th Royal Fusiliers, at Malta, in 1864, and served with the regiment in the Mediterranean, Canada and England. He went through the Fenian Raid of 1866, and was at the skirmishes at St. Armand and Pigeon Hill. He retired from the service in 1870, and returned to his father's home. He was adjutant of the 54th Regiment, commanded by his father, in the second Fenian Raid. He was appointed District Paymaster in 1871, brigade major in 1874, and was transferred to London in 1881.

In 1893 he was called to headquarters as assistant adjutant-general, and in 1896 was elevated to the post of adjutant-general. In 1897 he commanded the Canadian contingent at the Diamond Jubilee in London. He is an Anglican.

NERVOUS TROUBLES.

Promptly and Permanently Cured by Dr. Williams' Pink Pills.

There is no torture more acute and intolerable than nervousness. A nervous person is in a state of constant irritation by day and sleeplessness by night. The sufferer starts at every noise, is shaky, depressed, and although in a constantly exhausted state, is unable to sit or lie still. If you are nervous or worried or suffer from a combination of languor and irritation you need a nerve tonic, and Dr. Williams' Pink Pills are absolutely the best thing in the world for you. You can only get rid of nervousness through feeding your nerves with rich, red blood, and Dr. Williams' Pink Pills actually make new blood. There is no doubt about this—thousands can testify to the blood-making, nerve-restoring qualities of these pills. St. Vitus dance is one of the most severe forms of nervousness, and Mrs. H. Hevenor, of Gravenhurst, Ont., tells how these pills cured her little boy. She says: "At the age of eight my little boy was attacked with St. Vitus dance, from which he suffered in a severe form. His nerves twitched to such an extent that he was almost helpless, and had to be constantly watched. He was under several doctors at different times, but they did not help him, so I decided to try Dr. Williams' Pink Pills, and these have completely cured him, and now not a sign of the trouble remains."

When you buy these pills always look at the box and see that the full name, Dr. Williams' Pink Pills for Pale People, is printed on the wrapper, and refuse to take anything else. You can get these pills from all medicine dealers or they will be sent by mail at 50 cents a box or six boxes for \$2.50 by writing The Dr. Williams' Medicine Co., Brockville, Ont.

MARYSVILLE MAN.

Meeting with Great Success Abroad.

A recent New York paper says:—Principal Myron J. Michael of Kingston Academy has been notified by Charles F. Wheelock of the state department of public instruction, that on the report of Mr. Clement, one of the department's inspectors, he is able to approve the laboratory course in botany at Kingston Academy for the present year. Mr. Clement's one comment on the character of the work, says Mr. Wheelock in two words, "good work." Mr. Wheelock also says:

"I am reminded of the botany class that I saw in your school several years ago, which I considered the best English class I had seen in a long time, one of the best, in fact, that I have ever seen."

The fact that the laboratory course has been approved by the department means that students are allowed 20 per cent of the examination on their note books. Last year the state department also approved the laboratory courses in chemistry and zoology. William L. Estabrook, the instructor in sciences at the academy, has long been known as one of the best science instructors in the state, and his work has always been most favorably commented upon by officials of the state department of public instruction and by other educators throughout the state.

(Mr. Estabrook belongs to Marysville, and is a graduate of the U. N. B. class of 1891, and his wife is a daughter of Professor Cadwallader of Marysville.)

When a real battle takes place the unconfirmed rumor has to take a back seat

HOLDING UP A TRAIN.

An Express Company's Strongbox Robbed.

A CLEVERLY PLANNED ATTACK ON A NORTHERN PACIFIC LIMITED.

Bloodhounds on the Robber's Trail.

Bear Mouth, Mont. June 20.—Two masked men have held up the North Coast Limited Northern Pacific passenger train, eastbound, at about a mile and a half east of this station. After bringing the train to a stop, they dynamited the express car, blew open the safe and secured all of its contents. The amount secured is not known, but it is believed to be large. After blowing out the rear lights of the train the two men disappeared.

The hold-up was similar to the one which occurred two years ago at nearly the same spot, and in which Engineer O'Neill lost his life. The robbers boarded the tender of the engine at the Bear Mouth water tank. After having remained quiet until the train had gone a mile and a half, they crawled up over the coal and covered Engineer Wade and Fireman Reed with their guns. The train was stopped and the engineer and firemen were marched back to the express car. The express messenger was commanded to open the door, but refused. The engineer was then compelled to light a stick of dynamite placed against the car door. The explosion completely wrecked the door, and the engineer and firemen were compelled to precede the hold-ups into the car.

When admission was gained the robbers at once directed their attention to the strongbox. Five sticks of dynamite were placed on top of the safe and ignited but the force of the charge was insufficient, and another one with a larger cap was used. The second charge blew out the side of the car and threw the safe 40 feet. After riding the safe of its valuables the robbers commanded the train crew to remain quiet and no harm would be done them. While the conversation was going on one of the robbers accidentally struck the engineer with his revolver, and, in apologizing, called him by name, indicating a possibility that the robber may be a railroad man.

The crew was escorted back to the engine, the robbers extinguishing the signal lights on the last car, and disappeared in the darkness. Meanwhile, the passengers were terror-stricken and had crawled under everything that offered a hiding. The rear brakeman meantime ran back to Bear Mouth, where communication was had with Missoula. A posse was summoned, and Superintendent Thammer's private car was soon on its way to the scene. Bloodhounds at Deer Lodge Prison have been wired for. Four men are thought to be in the band. Two deputies are on their way from Missoula up the Heli Gate Canon to head off escape in that direction, and it is believed the men cannot get away.

The railroad people were expecting the hold-up for the last few days, but were looking for it on the Phillipsburg branch.

Does Tobacco Affect the Health?

In a Thousand Ways its Excessive Use is Injurious to the System, Causes Heart and Nerve Troubles.

That tobacco exerts a very decided influence upon the body is unquestioned. Thorough physicians prohibit smoking in convalescence just as they do in the formative years of youth, when the system is so susceptible to the action of narcotics. In functional heart trouble the tobacco habit is often looked for as a cause, and many a smoker wakes up at night feeling all the terrors caused by a fluttering, palpating heart.

If there is something wrong with

your heart that makes you wake up with a start, you ought to take Ferrozone regularly, because it is the best heart medicine made. All the muscles and nerves about the heart are strengthened and given new force by Ferrozone, which is noted for its prompt cures of heart disease.

As a rule weak heart and weak nerves go together, so it is important that Ferrozone should be used until the nervous system is completely restored. From every part of America comes convincing evidence that Ferrozone possesses merit far beyond the ordinary. Its cures are lasting, like that of a well-known merchant in St. Johns, Mr. Philip T. Drayton, who writes: "I can give good advice to everyone suffering from heart weakness. I was in a very low condition a few months ago, and was unable to work. Without any apparent cause I would jump and start. I could not sleep more than an hour without being awakened by pain and palpitation of the heart. I used different preparations, but found Ferrozone the best. It improved my general health, strengthened my heart and nerves, and enabled me to go to work again. Nothing else ever helped my heart like Ferrozone, which has cured me perfectly. I would advise others troubled with either nerve or heart trouble to use Ferrozone also."

When men will give up as much for tickets to hear a sermon as they will to see a prizefight, look out for the millennium.

Japan is acting as though it intended to take Port Arthur with one hand and collar Kuropatkin with the other.

DANGER IN LIVING WITH CONSUMPTIVES.

Is real danger because the spout of affected persons diffuses itself through the air and finds lodgings in the systems of others. If exposed to consumption use fragrant healing Catarrhzone the most efficient germicide known. No case of catarrh can withstand Catarrhzone which cures this loathsome disease thoroughly. Cold in the head is in a few minutes, and bronchitis, asthma and lung trouble are cured to stay cured if Catarrhzone is employed. "I don't know any remedy so good for catarrh and bronchitis as Catarrhzone," writes N. T. Eaton of Knowlton. "It cured me after years of suffering and saved me from consumption. Two months treatment \$1.00; trial size 25c."

Afternoon Tea.

"High tea" is said to be of American origin. The earliest mention of it, according to Dr. Murray, goes no further back than 1856. In fact, tea as an afternoon meal is not much older. It is thought to have originated in 1837 in the house of Mme. de Circourt, a Russian lady, whose salon in Paris was at that time much frequented by the most intellectual society of the day. The fashionable dinner hours were then getting late, and she introduced a 4 o'clock light meal, at which tea was served. Fanny Kemble in "Records of a Girlhood" attributes the introduction of the afternoon meal into this country to the then Duchess of Bedford. Fanny Kemble paid a visit to Belvoir castle in March, 1842, and she relates how a mysterious invitation was received to the duchess' private rooms, where she found a small group of friends partaking of tea in a private and rather shamefaced way, and dates the 5 o'clock meal from this time. But it was several years later that the practice became general.—London Chronicle.

Those who pray most for each other will generally do most for each other.

The Watchword of Women.

Modesty is woman's watchword. Whatever threatens her delicate sense of modesty, frightens her. For this reason many a woman permits diseases of the delicate womanly organs to become aggravated because she cannot bring herself to submit to the ordeal of unpleasant questioning, offensive examinations, and obnoxious local treatments, which some physicians find necessary. Doubtless thousands of the women who have taken advantage of Dr. Pierce's offer of free consultation by letter, have been led to do so by the escape thus offered from a treatment repugnant to modesty. Any sick woman may write to Dr. Pierce, Buffalo, N. Y., in perfect confidence; all letters being treated as strictly private and sacredly confidential, and all answers being sent in plain envelopes with no advertising or other printing upon them. Dr. Pierce's Favorite Prescription has been long hailed as "a God-send to women." It makes weak women strong and sick women well. "Favorite Prescription" contains no alcohol, neither opium, cocaine or other narcotic.

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 employees.

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 key is left silent, and anyone in a C.P.R. telegraph office can then hear the message. Beginning sharp on the minute, there comes a single dash every alternate second until 50 seconds have passed. Then there is a pause of ten seconds. At 11.55 the dashes start again, this time a double dash to every alternate second, lasting for 50 seconds. Another pause of ten seconds, and sharp on the stroke of 11.56 comes a quick double dash and the circuit is closed. Then the ordinary work is resumed.

During these two minutes the listeners can easily compare their watches or clocks with the standard time, and there is absolutely no excuse 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 perfect enough the message might go around the world without any appreciable 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 every railway office of any importance there is a large clock, and the employees 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 standard time. All employees who have anything to do with the running of trains, train-masters, locomotive foremen, roadmasters, bridge and building masters, conductors, engineers, firemen, brakemen, train baggagemen, yardmasters, and yard foremen, must have their watches regularly examined and certified by the inspector employed by the company to be of the required standard of excellence. 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 timepieces must be of a certain standard. They must have no less than 19 jewels. The requirement in this regard used to be 21. The difference does not make any difference, however, 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 cleaning every fifteen months. The regulation and examination of his watch costs the railway 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 arranged so closely that absolute accuracy is entirely necessary. It is easily understood, therefore, why the railway companies are so particular on this point. Even a small difference of time in a trainman's watch might prove sufficient cause for a disastrous accident.

When a man works because he is compelled to he is never a good workman.—Atchison Globe.