

### A Close Shave.

Telegraph operators are usually reminiscent fellows and the veterans among them delight in telling their experiences. Of course, some of their stories may be a trifle exaggerated, but they generally possess at least one unique feature—they are based on something that happened over a stretch of wire perhaps 100 or 200 miles in length. Occasionally one reads of an extraordinary adventure of an operator at a small and lonely railway station out west, or of perilous experiences in war times, and the impression has become quite common that telegraphers stationed on this side of the Rocky mountains seldom have other than the most commonplace routine experience, with nothing in it more than passing interest. As regards the operators for railroads, the impression is wrong. Within 12 hours' ride of this city there are scores of railroad telegraph offices where an operator is employed day and night to look after both the telegraph and the station. On many of the roads in New England the night stations are a dozen or fifteen miles apart and some of them are a quarter or a half of a mile from the nearest dwelling house. At these places a night operator is on duty from seven in the evening till ten on duty morning. A Sun reporter happened to meet recently a veteran, "key twister" who has for several years in the employ of a railroad running through Maine and New Hampshire and up into the White mountains. This operator sometimes found himself in a pretty tight box, and his account of the experience illustrates the close shave that railroad telegraphers have now and then.

"Station H—, where I worked," he said, "is a night station on a single track railroad in New Hampshire. G—, the nearest night telegraph station north of it, was eight miles away, and N—, the nearest one south, was 12. My duty in summer was solely that of operator; in winter I also looked after the fires in the waiting rooms. There was seldom much operating to do at night, and it was always easy to keep awake until one o'clock when I usually ate lunch. Even at that hour the time didn't pass very slowly in summer, but on cold and stormy nights in winter, when I had to stay constantly indoors, the greatest effort was needed to keep from falling asleep. After nine o'clock all the trains that passed were freight, and there were half a dozen north-bound and as many more south-bound in the course of the night. It was part of my duty to note the time that each of the trains passed my station and report it at once to headquarters at A—. The same rule applying to all the operators on the line. That was one of the customs which made it dangerous for an operator to fall asleep, if only for five minutes. Another thing that annoyed him, and often made him swear, was the roll call. This consisted in the train dispatcher at A— office (50 miles south of H—), calling each office on the line every half hour, beginning with the one nearest his own. The station that failed to answer a roll call had a black mark placed against it at A—, with a record of the time when the call was given. At first the roll call made all the boys look sharp and toe the line, but they soon found a way to cheat it.

"The main wire running through H— was considerably more than 100 miles long; and on a wire of that length it is quite impossible for an operator at its terminus to tell by the sound which of two or more offices not more than 25 miles apart is doing the telegraphing unless the sending operator signs his station call. Knowing this, several of the 'twisters' on the line arranged to take turns with each other in answering the roll. For example, the operator at G— would answer my calls between the hours of one and three, and I would attend to his from three to five. What a cracking good way this was to baffle the train dispatcher, we thought, and the exchange of duty between us was kept up for a long time; in fact, almost too long, so far as my own case was concerned. I refer to an incident that took place during the winter of '85, which for a few hours nearly froze the marrow in my bones. It happened like this:

"Through freight No. 241, north bound, was due at my station at 1.35, and was scheduled to meet south bound freight No. 284 at P—, 15 miles further up the road. No. 241 was scarcely ever behind time, and the two trains usually met at P— without requiring telegraphic orders. The night in question was very cold and stormy; fully three feet of snow had fallen, and it was still coming down very fast, while a high wind was piling it in big drifts across the track. On a night like that the incessant humming of the wires outside of the station is enough, of itself, to put a sentinel to sleep, and that, coupled with the hour, 1.15, and an office temperature of 80 degrees, was more than my weary frame could resist. I fell asleep, knowing, of course, that G— would, according to our arrangement, look after my roll calls. After what seemed to me about 10 minutes, but what was really more than two hours, I was awakened by the sharp clicking of the telegraph instrument near my hand.

"'QK 12,' was being made with great rapidity, the call of my office preceding it. I knew it was the train dispatcher, the abbreviation meaning 'Quick! I want you to hold a train.'

"I answered the call, and the command came back quick and sharp:

"'Hold No. 241 for orders.'

"O.K.," said I, and immediately hung the proper signal, a red lantern, outside the door.

"Then I came to my senses and looked at my watch.

"Twenty-five minutes past three. And I had heard no train in almost three hours. Had No. 241 got past? I wondered. I found that it had left N— at 12.40, and the run from N— to H— usually took about 60 minutes. I knew the storm would probably delay the train somewhat, but two whole hours? It wasn't likely. Then I heard No. 284 reported from P—, and knew she had received orders to meet No. 241 somewhere between B— and H—.

"What if No. 241 had got by me and was trying to reach P— for the down freight? In that case the two trains were bound to crash together in the storm; there was no help for it. My excitement was increased by the repeated calls of the train dispatcher to ask if No. 241 was in sight.

"'Not yet,' I answered, trembling lest my hopes were in vain.

"'Three thirty-five, and no train— I went out on the platform and listened. Not a sound could be heard above that of the wind, and an engine's headlight wouldn't have been visible ten rods away.

I went back, 'grounded' one of the wires, so as to cut out A office, and called G, hoping to find whether No. 241 had reached there. No answer. Then I remembered that from three to five was G's time to 'bunk off,' and knew it was useless trying to get him.

"Ten minutes more, and the freight had not arrived.

"'Sure it hasn't gone?' asked the train dispatcher, excitedly, as though doubting me.

"'Sure,' said I.

"'For God's sake, don't let it get by you!' he urged.

"'Well, four o'clock came, and my courage was giving way. I could see how two hours or so might be needed for a freight to go 12 miles on such a night, but three hours and over. So slow a run had never been known on the road.

"'What was to be done? To admit my uncertainty meant the loss of my job, and to brave it out any longer seemed almost criminal. In my despair I finally decided to tell the train dispatcher the plain truth—that I had been asleep at my post, and that No. 241 probably went by more than an hour ago. The fact would be known in a few hours, anyway. I argued, and I would then be arrested for causing death, convicted of criminal negligence and sent to prison.

"It was then 4.15. I drew a long breath and went over to the telegraph desk. Headquarters was again calling to ask if the train had arrived, and I broke in abruptly:

"'You may as well know that—but the sentence was never finished. I heard a faint putting and grating, and looking out, saw the engine of the belated train opposite my office window. My heart leaped up about a foot, and taking a firm grasp on the key of my instrument, I announced:

"'No. 241 h-e-r-e!

"'Deep snow, a terrific wind and the blowing out of the cylinder head on the engine had caused the delay.

"'Maybe all's well that ends well, but that experience put an end then and there to my practice of sleeping while on duty.'"

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## Are you a Public Speaker?

If you cannot find anywhere a preparation to equal **DR. CHASE'S SYRUP OF LIMESED AND TURPENTINE** for the throat and respiratory organs. We have hundreds of testimonials from public speakers, singers, ministers and others. One rev. gentleman says: "I never think of entering my pulpit without Chase's Syrup of Limesed and Turpentine at my side." Such indications from the ministry should give confidence in Dr. Chase's Medicine.

If you are troubled with that tickling sore throat, so common among speakers and singers, you will find **DR. CHASE'S SYRUP OF LIMESED AND TURPENTINE** a positive and permanent cure. Teaspoonful dose, price 25 cents. Edmondson, Bates & Co., sole manufacturers for Canada, 45 Lombard street, Toronto.

### Funny Things.

"How long is it going to take to get through with this case?" asked the client, who was under suspicion of house-breaking.

"Well," replied the young lawyer thoughtfully, "it'll take me about two weeks to get through with it, but I'm afraid it's going to take you about four years."

Johnnie, who had been out to dinner, came home and told his mother they had stewed putty blowers. Subsequently it came out that they had macaroni.

My mother-in-law must catch that train, driver! So hurry up. Driver—Count on me. I shall drive as if she were my own.

"Miss Johnson, when yo' plays croquet yo' done make me t'ink of what de poet say.

"What did he say, Mistah Snowball?"

"Her feet beneath her petticoat, like little mice, done stole in and out."

### Remarkable Snake Story.

The latest snake story comes from South Africa. It is recorded in the Transvaal, published in Cape Town, as cold fact, that in Sekukiniland a native ran across a boa constrictor measuring about 47 feet, which had just swallowed a young koodoo buck all except the horns, says the London Times. The horns stuck out on each side of the reptile's mouth. The native recognized the horns as those of a buck he owned, and he ran and got sticks and pinned the serpent, which was dormant, to the ground. Then he got hold of the horns and pulled and twisted. He got the buck out inch by inch until half his body showed, and then it came with a jerk, and the boy fell over on his back. Before he had time to think, the snake, relieved of its load of mutton, was upon him, and it seized his head in its mouth and in three minutes the native had taken the place of the buck, only he was all inside; there was nothing left to pull out even if a rescuer had come along. Having swallowed the boy, the boa deliberately swung its head around and grabbing its tail swallowed eight feet of it, then closing the mouth and throat down which the native had disappeared it made escape absolutely impossible. The Transvaal vouches for the truth of the story.

### Huron & Ontario Railway.

(From Toronto Globe)

The proposed line of the Huron & Ontario Railway would give the Dominion the distinction of holding the record in the building of electric railways. The company was incorporated by the Dominion Parliament to build and operate a line of electric railway from Port Perry westward to Lake Huron. The first regular meeting of the directors was held in Toronto last May, at which Mr. M. McNamara of Walkerton was elected President, H. J. Rolston of Shelburne Vice-President, McK. Cameron, Meaford, Secretary, and J. M. Roberts of Dungannon Treasurer. The second meeting was held a month later. The route of the proposed road was considered, and it was stated that negotiations had been entered into with Miller Bros of New York to undertake the construction of the road. The Canadian Electrical News has given a resume of the report of Mr. A. Brunel, C.E., on the proposed route, its probable cost, and the amount of available water power. According to this report the power will be 285 miles in length. The first section from Port Perry to Beaton 152 miles, has no available water power and will require a number of culverts and several small bridges. From Beaton to Flesherston is 64 miles, but the road is somewhat level all the way, and no engineering difficulties are likely to be encountered. The line crosses the Grand Trunk Railway three times. The first water power available is situated at Thompsonville, seven miles north of Beaton, which, with improvements, would give from 300 to 400 horse power. The dam, building and flume are estimated to cost \$8,000. At Eugenia the Beaver River has a descent of 64 feet in a distance of 200 feet, where there are at present four good water-powers. About 1000 horse-power could be developed, while the falls below would provide a corresponding amount. Below the falls the river drops 220 feet, which would furnish a large amount of power. The base ment of the Wilson factory could be converted into a power house at a small expense. In addition to the cost of the work is given at \$6,500. The third section is from Flesherston to Walkerton, the distance being 37 miles. The bridging is heavy on this section, there being several large bridges over the Saugeen River. There is water-power on the Saugeen River, two miles west of Durham, which would supply 500 horse-power at a cost of \$7,000.

Walkerton to Tiverton, via Kincardine, is 37 miles, and the section will require the construction of a number of small bridges and culverts. The grading would not exceed the maximum of 10 per cent. at any point. There are a large number of bridges, including one of 100 feet span. No report is furnished by the engineer on the waterpower in this district. Between Walkerton and Goderich the distance is 55 miles. On this section between Formosa and Teeswater, there would be three 60-foot and two 15-foot bridges, besides other culverts. The Grand Trunk, Canadian Pacific, and W. G. & B. division of the G.T.R. are crossed at various points. The Maitland river will be crossed by a large bridge of three spans of 145 feet each. About 200 horse-power may be obtained about a half-mile west of Dungannon, and on the Maitland river near Goderich is a good site for power, capable of developing 800 horse-power. The cost for dam and buildings would be from \$12,000 to \$15,000. The shortest section is that between Berne and Lucknow, the distance being fifteen miles. It is proposed to connect the line of Kincardine at a point near Bervie with the Goderich line at Lucknow, by way of Ripley and Holyrood. The rolling stock required for each division will be two motor cars, and four trailers for passengers, mail and express, and one heavy freight motor, which would give 12 motor cars, 24 trailers and 6 freight motors for the whole line. The total estimated cost is between four and five million dollars. The enterprising towns and thriving villages along the proposed route are expecting a material advance toward through electric railway communication during the coming summer. The original intention was to complete the road early in 1898.

### "D. & L." MENTHOL PLASTER

I have prescribed Menthol Plaster in a number of cases of neuralgia and rheumatic pain, and in a very much pleased with the effect and pleasantness of its application.—W. H. CARPENTER, M.D., Royal Dispensary, Boston.

I have used Menthol Plaster in several cases of neuralgia, and in every case it has relieved the pain, and in some cases it has cured the disease.—J. H. BAKER, M.D., Washington, D.C.

It cures Sciatica, Lumbago, Neuralgia, Pains in Back or Side, or any Muscular Pains.

Price: Davis & Lawrence Co., Ltd., 25c. Sole Proprietors, MONTREAL.

### To Cure a Winter's Glinging Cold.

A troublesome throat irritation or cough, the result of a winter cold, is most annoying, but a home remedy will relieve and oftentimes cure it without the aid of other medicines. The following formula was given by a physician many years ago, and has been found to be of great value: Take one-quarter of a pound of the best gum arabic and pour over it half a pint of hot water; cover and leave it until the gum is dissolved; then add one-quarter of a pound of pure white sugar and a generous half gill of strained lemon juice. Place these ingredients over the fire and let them simmer about ten minutes; then pour the mixture into a bottle and cork. When taking this syrup a little water may be added.

### Information About Greece.

It has a population of 2,187,208. It is called 'Hellas' by its people. The mean temperature of Greece is 64 degrees Fahrenheit.

No part of Greece is forty miles from the sea or ten from the hills.

About one-half of the population are agriculturists and shepherds.

It is the only country in the world whose armies are provided with the Gras Guns and paper-covered cartridges.

The Greek flag is a white cross on a blue ground—the Bavarian colors and the Greek cross.

Greece is more thickly populated than any other country in Europe, with the exception of Sweden and Prussia.

It has few rivers and many hills. None of the former are navigable, and many of the latter are fortified.

Its present boundary limits were determined by an arrangement among Great Britain, France, Russia and Turkey, concluded at Constantinople on July 21, 1832.

Only about 70,000 of the inhabitants speak any language other than Greek, and only about 30,000 profess any religion other than the orthodox.

The chief characteristics of the average Greek are his inquisitiveness, fondness for excitement, love of discussion, desire for knowledge, an aptitude for learning and aggressive patriotism.

The climate has two striking peculiarities—the heat in summer and the cold in winter are far more intense than those for any other country in the world lying in the same latitude. Gellion remarked that in travelling through the Morea in March he found summer in Messenia, spring in Laconia and winter in Arcadia, without having moved beyond a radius of fifty miles.

### Pain-Killer.

(PERRY DAVIS')  
A Sure and Safe Remedy in every case and every kind of Bowel Complaint is  
**Pain-Killer.**

This is a true statement and it can't be made too strong or too emphatic.

It is a simple, safe and quick cure for  
Cramps, Cough, Rheumatism,  
Colic, Colds, Neuralgia,  
Diarrhoea, Croup, Toothache.

TWO SIZES, 25c. and 50c.

### For the Home Woman.

To remove the smell of fresh paint lay a bunch of hay in the room and sprinkle it with a little chloride of lime. Close the room for several hours and when it is again opened the smell of paint will all be gone.

It is better for house plants if the soil be loosened about the roots once a week. This allows the air to reach the roots, and assist the evaporation of the excessive moisture when they have had too much wetting. Always have the water at least as warm as the temperature of the room when using it upon the plants.

Perfumed flannels in dainty colors come now for laying in the bottom of drawers, and are particularly nice in drawers where bedding and table linen are kept. They have the appearance of ordinary flannel and are sold by the yard and cut to fit the drawers, the edges being buttonholed or bound. The flannel emits a delicate perfume, and will scent every article in a drawer where it is kept. The perfume is said to be far more enduring than any of the sachets commonly in use.

## FOR THE BLOOD

### In Spring Time get Pure Blood by using B.B.B.

No other remedy possesses such perfect cleansing, healing and purifying properties as Burdock Blood Bitter. It not only cleanses internally, but it heals, when applied externally, all sores, ulcers, abscesses, scrofulous sores, blotches, eruptions, etc., leaving the skin clean and pure as a babe's. Taken internally it removes all morbid effete or waste matter from the system, and thoroughly regulates all the organs of the body, restoring the stomach, liver, bowels and blood to healthy action.

## FOR THE BLOOD

### FOR SALE BY

J. E. WILLIS,

Chemist and Druggist, Brock Street, WHITBY.

### To Freshen a Carpet.

When a carpet comes to be laid affish, the colors are apt to look somewhat dingy and certainly not so bright as was expected. To remedy this use a painful of warm water containing two or three table-spoonfuls of household ammonia and a soft flannel and two fresh cloths for rubbing the carpet dry after it has been washed with the first flannel and water is quite dry, be found to give a most effectual renovation. But it must be remembered that certain greens will not bear ammonia; in such cases clear warm water will freshen and help the carpet very much.

## Losing Flesh

You naturally lose flesh in the summer and running down is so easy. You get a little weaker each day without hardly noticing it. There is loss of appetite, headache, weakness of the muscles, disturbed sleep, weakness of memory, and these are the beginning of nervous prostration. Iron and tonics and bitters may afford some temporary relief, but what you need is a food for body, brain and nerves.

## Scott's Emulsion.

of Cod-liver Oil with the Hypophosphites, furnishes just the nourishment needed for those who are run down and pale and thin and weak. If you lose flesh in summer take Scott's Emulsion now. Don't wait till fall or winter before beginning.

For sale at 50c. and \$1.00 by all druggists.  
SCOTT & BOWNE, Belleville, Ont.

## Legal.

JOHN E. FAREWELL, Q. C.,  
Barrister, County Crown Attorney, and County Solicitor. Office—South Wing of Court House, Whitby.

JAMES RUTLEDGE,  
Barrister, etc. Office formerly occupied by Farewell & Rutledge, next Royal Hotel, Brock St., Whitby.

DAVID ORMISTON, B. A.,  
Attorney-at-Law, Solicitor in Chancery, Conveyancer, etc. Office—In the Office south of the Post Office, in McMillan's Block, Brock Street, Whitby.

G. YOUNG SMITH, L. L. B.,  
Barrister, etc.—Money to Loan. Issuer of Marriage Licenses. Office—Smith's Block, South of Market, Bock St., Whitby.

DOW & MCGILLIVRAY,  
Barristers, Solicitors in Chancery, etc. Office in Mathison & Hawken's new block Brock St., Whitby, south of Ontario bank.

W. E. YARNOLD, D. L. S.,  
County Surveyor and Drainage Engineer, Port Perry, Ont.

## Medical.

Drs. Warren & Moore.  
J. J. Moore, M. D., F. Warren, M. D.  
Brooklin. Whitby.  
Office hours 9 a.m. to 11 a.m. Office hours 11 a.m. to 2 p.m.

D. P. BOGART, M.D., L.D.S.,  
Physician, Surgeon and Accoucher, etc. Office and Residence next to St. John's Church, Dundas Street, Whitby. N. B.—Dental Surgery in all its branches promptly attended to.

W. ADAMS,  
DENTIST.

Rooms over John Ferguson's clothing store Residence—No. 1, The Terrace, Byron St. Whitby, Jan. 29th, 1896.

## Dr. H. Wightman

DENTIST.

Over Gross & Granger's, Whitby.

Open every Saturday night.

## Miscellaneous.

WANTED  
Men and Women who can work hard talking and writing six hours daily, for six days a week, and will be content with ten dollars weekly. Address:  
NEW IDEAS CO., Brantford, Ont.

## LIFE INSURANCE.

Manufacturers' Life & Accident Insurance Co., Toronto.

Largest Capital Stock Life Insurance Co. on the continent. Ninety per cent. of accumulations of surplus is returned to the policy holders. All claims are paid without delay or discount on proof of death or maturity of endowment  
J. B. POWELL,  
Agent, Whitby.  
Feb. 1st, 98.

## Whitby Chronicle,

Established 1856.  
\$1 per annum in advance, otherwise \$1.50. Subscriptions always payable at the office of publication. The publishers do not undertake to deliver the paper at any post office but Whitby. Any paper which fails to reach its destination will be replaced upon notification as a matter of courtesy. Advertising rates unless by contract, 10 cents per line, non-pari, first insertion, and 5 cents per line each subsequent insertion. Locals, 10 cents per line. All changes for yearly advertisements must be brought in not later than Tuesday morning.  
HENDEYSON & GRAHAM,  
Proprietors.  
JOHN STANTON, Foreman.

## Sittings Of The Division Courts.

COUNTY OF ONTARIO 1896.

WHITBY—D. C. Macdonell, Whitty, Clerk; Jan. 3; Feb. 3; March 3; April 3; May 3; June 3; July 3; Sep. 3; Oct. 3; Nov. 3; Dec. 3.

OSHAWA—D. C. Macdonell, Whitty, Clerk; Jan. 4; Feb. 4; March 4; April 4; May 4; June 4; July 4; Sep. 4; Oct. 4; Nov. 4; Dec. 4.

BROOKHAM—M. Gleeson, Greenwood, Clerk—Jan. 6; March 6; May 6; July 6; Sep. 6; Nov. 6.

PORT PERRY—J. W. Burnham, Port Perry, Clerk—Jan. 29; March 9; May 15; July 20; Sep. 28; Nov. 18.

UXBRIDGE—Joseph E. Gould, Uxbridge, Clerk—Jan. 30; March 24; May 19th; July 14; Oct. 14; Dec. 16.

CANNINGTON—George Smith, Cannington, Clerk—Jan. 31; March 20; May 20; July 15; Oct. 15; Dec. 17.

BEAVERTON—Geo. F. Bruce, Beaverton, Clerk—March 26; May 21; July 16; Oct. 16; Dec. 18.

UPPERGROVE—Thos. P. Hart, Uppergrove, Clerk—March 27; May 22; July 17; Oct. 17; Dec. 19.

By order,  
J. E. FAREWELL,  
Clerk of the Peace.

AGENTS—The Best Poplar "Queen Victoria" Life of Her Majesty I have ever seen," writes Lord Lorne, about "Queen Victoria." Sales unprecedented. Easy to make five dollars daily. Big commission. Outh free to canvassers.  
THE BRADLEY GARRETSON CO., Toronto.

WANTED—SEVERAL FAITHFUL Men or Women to travel for respectable established house in Ontario. Salary \$750, payable \$15 weekly, and expenses. Position permanent. Reference. Enclose self-addressed stamped envelope. The National, Star Building, Chicago.—17-8.

C. H. RIGGS,  
DENTIST.  
Cor. King & Yonge St. Toronto.

For the next three months I am giving special attention to patients from a distance. Am still making plates in rubber, \$8, collodion \$10. Gold and silver filling work crowning by first-class operators at the most reasonable rates in the city. When in the city call in and let me examine your teeth. I make no extra charge.  
C. H. RIGGS, Dentist, south east corner King and Yonge Sts., Toronto.  
Nov. 8th, 1892.

## W. H. WARNER.

DEALER IN  
COAL,  
LATH,  
LUMBER,  
SHINGLES,  
CORDWOOD,  
SLABS, ETC.

AGENT For the PEOPLE'S COAL CO., TORONTO.

Office and Yard just East of Uptown Station.  
Whitby, Oct. 25th, 1894.

ASK YOUR STATIONER  
—FOR—

## SPARTICA,

THE NEW WRITING PAPER,

—AND—

## TAKE NO OTHER.

August 31st 1893.

Flowering Bulbs and Seeds.  
A full line of the latest varieties of Sweet Peas in 12 separate kinds. Named Tuberos Begonias in all colors from Pure White to Dark Pink. Orange, etc. grand bulbs. Lilies, Tuberoses, Caladines, etc. large bulbs.  
GEO. BURCHETT, Florist,  
April 8, 1897. Whitby.

CHAS. SCOTT,  
AUCTIONEER; WHITBY, ONT.

The undersigned begs to announce that he has taken out a license for auctioneering, and will be glad to fill orders for this class of business. His book will be kept at J. H. Long's office, where all information may be obtained.  
C. SCOTT  
Whitby, Nov. 29, '94

JNO. NOBLE,  
—DEALER IN ALL KINDS OF—  
Lumber, Shingles,  
Sash, Doors and Blinds,  
Turning and Fret-Sawing.

All orders or information can be obtained from JOHN NOBLE, Dundas Street, Whitby, opposite Mr. A. C. Wilson's residence.  
Whitby, April 4th, 1894.

LADY CANVASSERS WANTED  
To solicit orders for the CANIFF COSETT Co. of Montreal (over 24 years established). We pay our canvassers 50 per cent. commission on all orders. Lady Canvassers, what do you think of that? And our Corsets are known to be the leading ordered Corsets in Canada, giving universal satisfaction. We want canvassers all over the Dominion. Address:  
CANIFF COSETT Co.,  
105 BURNBY ST., MONTREAL.  
Oct. 20th, '96.



## Fifty Years Ago.

Who could imagine that this place where in eighteen years ago that white world-wonder of a dome should shadow the nations, peep on Ayer's Pills, by the world Chicago-like, they a record since they started—50 years ago.

## Ayer's Cathartic

have, from the time preparation, been a success with the public that means that Ayer accomplish what is for them; they cure others fail. It was therefore, that the popularity of these pills be recognized by the Fair medal of 1893— which emphasizes the

## 50 Years of Cu

HARD STUDY IN SO BRINGS ON A SEVERE A ST. VITUS' DANC

A Young Girl's Life for a Miserable—Could Not Use and Found it Difficult Health Restored.

From the Napaes Express

Nervousness is the frequent much misery and suffering effects of this breaking up of particularly among young persons or St. Vitus' dance. A young girl, a general favorite tells of a young lady who was badly afflicted with it. He says: "I never saw anything so badly before from any der. She was violently jerking and twitching all the time, and her right hand at all. Any would try to pick up with a stantly fall. When she would walk, her limbs would twinkle the ankle often doubling down ing her. Lately I heard that she been cured but doubted the statement and went out to see statement proved quite true."



ing that a recital of the facts would be of advantage to some might be similarly suffering. I mission to make them know— readily granted. The young lady her acquaintance, and it is the case, was brought on by hard school." Miss Gonyon gave the following statement:—"All through 1894 I had been feeling unwell, not speak to anyone about it, going to school and was afraid anything about it to my parents would keep me at home. I kept worse, and at last grew so nervous, I could not hold my pencil. My side was affected most, though it seemed to go through my whole body. In January I was so bad that I discontinued going to school, a constantly growing worse. I used my hands, because I would think drop, and frequently would tempt to walk, I would a brother had been ailing for a while and was then using Dr. Williams' Pills and getting better, so I thought they were helping him so I would be a good medicine for me. The first box was done I was much better, and after using Pills for about a month, my body fully restored. It is now more year since I discontinued the pills, and I have not had the trace of the malady since. I find Dr. Williams' Pink Pills from a life of misery, and strongly recommend them for troubles.

Dr. Williams' Pink Pills are in boxes bearing the firm's trade wrapper, (printed in red ink in mind that Dr. Williams' Pink Pills never sold in bulk or by the hundred, and any dealer who offers in this form is trying to you and should be avoided. They are also cautioned against all so-called blood builders and nerv put up in similar form intended. They are all imitation makers hope to reap a pecuniary tag from the wonderful results achieved by Dr. Williams' Pink Pills. Ask your dealer for them.

These Pills are manufactured Dr. Williams' Medicine Company, Ontario, and Schenectady, and are sold only in boxes bearing the trade mark and