

THE NEWS IN A NUTSHELL

THE VERY LATEST FROM ALL THE WORLD OVER.

Interesting Items About Our Own Country, Great Britain, the United States, etc. All Parts of the Globe. Condensed and Assorted for Easy Reading.

CANADA.

Typoid fever is prevalent throughout Manitoba.

Brantford's flood prevention works will cost \$40,000.

The Earl of Ava, son of Lord Dufferin is at Rossland.

The population of Victoria, B. C., is now estimated to be 29,992.

Brantford's population is now 18,000. It increased more in the last year than in any previous year.

John McCormick, formerly of Cornwall, was smothered to death in a mine at Greenwood, B. C.

It is expected that the Quebec Legislature will meet for the despatch of business early in November.

The Cassiar Central Railway Company will build their line from Glenora, B.C., to Dease Lake in the spring.

The schooner Delphine was seized at Port Gilbert, N. S., with over \$2,000 worth of smuggled liquor on board.

The recent order forbidding the wearing of foreign decorations by subjects of her Majesty is highly unpopular in Montreal.

Mr. W. W. Ogilvie is about to construct a two-million bushel grain elevator on his property on Mill street, Montreal.

Stratford city 20-year debentures, carrying only 3 1-2 per cent., have been sold at par to Thompson & Company, of Sherbrooke, Que.

The Department of Agriculture is experimenting at Ottawa to determine the cause of what is known as soft pork and soft bacon.

The St. John, N.B., Common Council has granted an annual subsidy of \$2,500 for 40 years towards the maintenance of a dry dock at that port.

It is reported that there are 3,000 men on the "terrible" Edmonton trail between Edmonton and Sylvester Landing, en route to the Klondike.

Two Chicago Presbyterian churches are endeavoring to secure the services of Rev. W. J. McCaughan, of St. Andrew's Church, Toronto.

Plans have been prepared for a fireproof building which it is proposed to erect at Ottawa for the use of the Geological Survey of Canada.

The construction of the Robson Midway Railway in British Columbia is being pushed forward. Work will not be suspended during the winter.

The Hull City Council has instructed its solicitor to begin suit against the Toronto Rubber Company for \$30,000 for breach of contract to locate in that city.

Winnipeg's total assessment for the year is slightly over \$28,000,000. The exemptions are nearly \$5,000,000, the amount to be raised by taxation \$606,761.

John Franklin, a pickpocket, who was caught plying his trade at the Toronto Exhibition, has been sentenced to two years and a half in the Kingston penitentiary.

His Excellency the Governor-General has consented to receive a farewell address from the city of Ottawa. A date, probably in the last week of October, will be fixed for the presentation.

Montreal revenue officers seized 1,000 packages of American cigarettes, 500 pounds of tobacco, 800 bottles of beer, and 200 bottles of wine, at the Chinese store of Quond Wah Long.

The will of the late Robert Hamilton of Quebec disposes of an estate of over two million dollars. Mrs. Walter Cassils of Toronto, a daughter, is left \$250,000, and the Bishop of Niagara is down for \$50,000.

Frank Kinds, formerly a customs' agent has returned to Victoria from Lake Bennett. He says there is no foundation for the charges preferred against the officials. The biggest kick is against the royalty.

A movement is on foot in British Columbia to tranship the Chinese lepers now on Darcy Island to the lazaretto at Tracadie, N.S., on the ground that they do not receive proper treatment at the former place.

GRAT BRITAIN.

A trooper with a large draft of men for the regiment and companies in the garrison at Halifax, will leave England early next month.

Sir Arthur Forwood, the noted shipowner and former Parliamentary and Financial Secretary of the Admiralty, is dead at London.

The Common Council of London has resolved to confer the freedom of the city upon General Kitchener, and also to present him with a sword of honour.

The London Times says that sooner or later the American shipbuilding trade will find itself independent of foreign aid, and warns British shipowners and shipbuilders that the American navigation laws, which really act as a protection to British rather than native industry, will inevitably be repealed ere long.

UNITED STATES.

Col. W. F. Cody, "Buffalo Bill," has been taken very ill in Kansas City.

It is denied that any reduction of wages is contemplated on the Toronto, Hamilton and Buffalo Railway.

About 200,000 men took part in the big Oddfellows' parade at Boston, forming a procession five miles long.

Train robbers "held up" a Missouri Pacific express seven miles from Kansas City on Friday night, and stole everything in the express car's safes.

The yellow fever outbreaks in Kentucky are not yet under control. To date, the total number of cases reported is 366. Eighteen deaths are reported.

President McKinley has sent a peremptory message to the Cuban Commission that the Spanish evacuation of the island must be begun by October 15, and completed by December 31.

Captain Sam Beets, who is journeying around the world in a canoe, has arrived at Toledo, Ohio, having covered fully 1718 miles on the Great Lakes. He will now make his way down the Mississippi.

Charles Hecking, is under arrest at Newark, N. J. He is wanted in New York for fraud. He is sixty years old and has made a living by swindling women. He says his wives would fill a trolley car and some would have to stand up.

Several planters in Eastern Arkansas, who mortgaged their crops in order to obtain supplies for this year, have notified the holders of the mortgages that they will not have the cotton gathered on account of the low price.

Governor Brady, of Alaska, has just returned to Skagway from a visit to the Pribiloff Islands and other points. He says the Aleutian Islands are destined to become the home of countless herds of cattle and sheep. He found the seal herds dying off rapidly.

GENERAL.

Continued riots between Cubans and Spaniards are reported from Havana.

The population of the Island of Cuba according to the latest estimate is 745,000, of which 320,000 are whites.

The Transvaal press law, requiring articles of a personal and political nature to be signed by the real writer, has been proclaimed.

An agreement between Chili and Argentina to submit the boundary disputes between the two countries to arbitration has been signed.

The Rothschildsb will loan Spain £4,000,000 or £5,000,000 on the security of the Almaden quicksilver mines, when the treaty of peace shall have been signed.

From some districts in Cuba comes the report that the people have not turned their attention to the sowing of the crops and therefore they will be in want.

King Leopold, of Belgium, has addressed an autograph letter to the Czar urging the designation of Brussels as the meeting place of the Peace Congress.

The lives and property of American missionaries in Nodon, China, are endangered and the American Consul at Canton has been requested to send them protection.

The Queen Regent of Spain has signed the decree suspending Admiral Montojo, and granting pardon to convicts who fought as volunteers in the war with the United States.

An Imperial edict has been issued at Peking expressing regret at the Emperor's increasing ill-health, and commanding the Governors of all the Provinces to send their best physicians to Peking.

The Zanzibar correspondent of the Frankfurter Zeitung records the belief existing there that England will cede Zanzibar to Germany in return for Germany's concessions regarding Delagoa Bay.

The Cubans are still dissatisfied, and are threatening to take the field against the Americans and wage guerilla warfare if any government short of absolute Cuban independence is established on the island.

Ten thousand Spaniards residing in the Island of Porto Rico have refused to live in the island under the American flag, and have demanded that they be returned to Spain at the expense of the Government.

Reports of the rebellion in Hainan, China, indicate the newest success of the Triad Society, a band of thieves and rebels, who have been increased and strengthened by a hungry horde of pirates from the sea coast.

Several European Powers have decided to hold in October, a conference for the purpose of considering and adopting measures for the suppression of anarchy. It is proposed to prevent not only the commission of crimes, but also the propagation of anarchist doctrines in barracks and workshops.

Frank P. Myers shot and instantly killed John Lenhart, a constable, and Michael Kerns, a bystander, at Garrett, Md., on Wednesday, while resisting eviction from a house, which was the subject of a family dispute. When he was being taken to gaol he was shot at and fell dead in the sheriff's arms.

At the Feast of the Seven Celestial Sisters, or Genii, on the seventh day of the seventh month, it is the custom in Canton, China, and elsewhere, for single girls to worship Genii. On the occasion of the feast this year four girls made martyrs of themselves. They tied themselves together by their hair, jumped into the river, and were drowned.

ROYALTY'S RIGHTS.

The Prince of Wales has the right to decorate himself with no fewer than fifty foreign "Orders," while besides the Garter, the Thistle, and the St. Patrick the Prince possesses five other British Orders of lesser note. The Queen is not half so well off in this respect as her son, for, besides the British Orders which were in existence when she began to reign, and those—such as the Crown of India and Royal Red Cross—which she has herself established, she has but ten others, these including St. Catherine of Russia, St. Isabel of Portugal, Maria of Spain, Louisa of Prussia, the

A YEAR OF WRECKES.

Lloyd's Record of the Marine Mishaps of the Year 1897.

The statistical summary of vessels totally lost, condemned, etc., just published by Lloyd's Register, shows that during 1897 the gross reduction in the effective mercantile marine of 726-world amounted to 1,045 vessels of less than 800 tons, excluding all vessels of less than 100 tons. Of this total, 293 vessels of 398,207 tons were steamers and 752 of 328,539 tons were sailing vessels. As regards steamers, the present record exceeds the average of the preceding six years by 31 vessels and 81,927 tons; as regards sailing vessels, it is below the average by 114 vessels and 67,016 tons. Similarly, the figures relating to steam tonnage owned in the United Kingdom are above the average, while those relating to sailing vessels are below. The excess in the care of the former is largely due not to actual wrecks, but to the increasing amount of tonnage annually broken up, condemned, etc. Apart from such cases, the United Kingdom steam tonnage lost during 1897 exceeds the average of the preceding six years by about 25,000 tons, while the tonnage owned has increased during that period by more than 2,000,000 tons.

Strandings and kindred casualties which are comprised under the term "wrecked," are much the most prolific cause of disaster. To such casualties are attributable 48 per cent. of the losses of sailing vessels. The next most frequent termination of a vessel's career is by condemnation, dismantling, etc.; 22 per cent. of the vessels removed from the merchant fleets of the world are accounted for in this manner. Of the remaining causes of loss, collision is the most general for steamers, 13 per cent. and abandonment at sea for sailing vessels, 10 per cent. The percentages just given are based on the present return alone, but the order of frequency of the several classes of casualty appears to be normal. Cases of abandoned, foundered and missing vessels may, perhaps, be regarded as frequently more or less similar in the circumstances of loss. If these be taken collectively they comprehend 16 per cent of the losses of steamers and 21 per cent of the losses of sailing vessels.

Great is the absolute annual loss of vessels belonging to Great Britain appears to be, it is seen to form a moderate percentage of the mercantile marine of the country, and to compare favorably with the losses sustained by other leading maritime countries. The merchant navies which exceed a total of 1,000,000 tons are those of the United Kingdom, the British colonies the United States of America, France, Germany and Norway. Of these countries Great Britain shows the smallest percentage of loss, viz.: 2.7 per cent of the vessels owned; and Norway is the highest, with 7 per cent. As regards steamers, while the percentage for Great Britain stands at 2.15, the average of the percentage of loss for the other five countries is 2.39. For sailing vessels the other five countries show an average percentage of 5.93, as compared with 4.44 per cent for Great Britain. The comparison would be still more favorable to Great Britain if the percentages excluded cases of dismantling up, breaking up, etc.

Steamers have a much greater immunity from disaster than have sailing vessels. While the losses of steamers amount only to rather more than 2 per cent of the number and tonnage owned, the losses of sailing vessels reach about 6 per cent of the number and 4.7 per cent of the tonnage owned.

Of the 1,045 vessels lost during the year only 314 were British; but the tonnage they represented, roughly speaking, equaled that lost by all the steam and sailing vessels of other countries combined.

DOORS OF VENEER.

Few Doors, Not Even the Merest Costly, Made of Solid Wood.

The very finest of doors are made nowadays of veneer on a body of pine. Even when made of mahogany or some other costly wood, doors have to be veneered. The body of the door is a plain, straight-grained mahogany, while the surfaces are veneers of fine wood.

In the finest doors the body is made of selected white pine, free from sap and perfectly seasoned, which is cut into narrow strips and then glued together. The outer edges of this door are faced with what is called a veneer, but which is really a strip of the fine wood half an inch or more in thickness. The inner edges of the frame, by the panels, are covered in the same manner with thick strips, in which the ornamental mouldings, or carvings, are made, and which are grooved to receive the panels.

This built-up frame of white pine, with edges of the fine wood, is then veneered with the fine wood. In some lighter doors the panels may be of solid mahogany, but in the finer, larger and heavier doors the panels also are made of sheets of white pine with a veneering of the fine wood, so that the entire door is veneered.

It would be difficult, if not impossible, to procure at any cost mahogany lumber in fine and beautiful woods of sufficient size for the larger doors. The built-up and veneered door of pine wood, however, has every appearance of a solid door, and, made of selected veneers, it may be more beautiful than a solid door would be. It is more

OFFICER OF THE DECK.

It is His Important Duty To Be Polite and To Be Always on the Alert.

Immediately upon stepping on board of a man-of-war a visitor sees an officer with a sword belt on walking up and down the quarter deck. Officers and sailors come up to this man so sprucey rigged out, in his neat, handsomely uniform touch their caps to him, ask him questions, give him information and receive orders from him, and then they go away from him and he paces his lonely beat, for he is the man who is on watch, who, while holding this position, has the charge of the ship. He is the "officer of the deck."

His position is one of extreme responsibility. He is held accountable for the safety of the ship and everything and everybody on board her. Every officer or other person in the ship, whatever may be his rank, who is subject to the orders of the captain, except the executive officer, the officer who ranks second to the captain, is subordinate to the officer of the deck.

THE OFFICER OF THE DECK.

This officer of the deck cannot leave his charge, until he is regularly relieved by some other officer, whose turn it is to assume the responsibility, and he is strictly prohibited by the rules and regulations from engaging in any occupation which may distract his attention from his duty. Hence his apparent dislike to engage in conversation, to crack a joke, to smile, or to laugh.

A part of his duty is to be polite, though not necessarily agreeable, the law governing this phase of his conduct reading as follows:—"He shall see that all persons coming alongside or visiting the ship are courteously treated." Of course he cannot personally attend, except casually, to the reception of the hundreds of people who visit the ship. He delegates this sort of duty to the men, only seeing that they behave themselves decorously and decently.

The manner in which the officer of the deck should perform his duty is thus laid down:—"He must bear in mind that his manner of performing duty has a great influence upon the discipline of the crew and the efficiency of the ship; that he should be dignified, discreet, zealous, energetic and subordinate, displaying a feeling of deference to superiors and a spirit of kindness to inferiors. He shall himself scrupulously obey all orders and regulations, and require the same of his subordinates.

"He shall avoid the use of harsh language, and while never permitting any duty to be performed in a careless, indifferent or dilatory manner, he shall protect the crew from unnecessary annoyances. He shall, when giving orders, use only the phraseology customary in the service, without any unnecessary repetition; he shall use a decided and authoritative tone, sufficiently loud only for the occasion. The crew must be taught to obey a simple and plain order, thereby avoiding much noise, confusion, repetition and unseamanlike singing out."

MUCH IN LITTLE.

The language is concise, clear and to the point, and covers about everything pertaining to the conduct of an officer. It declares distinctly what the young man in authority, at whom visitors often cast their eyes, has to do. It explains why he is sometimes abrupt, and why he does not pay as much attention to the idle visitor as that individual sometimes fancies he is entitled to.

The officer of the deck is the one man in the ship for the time being on whom devolves the responsibility of properly conducting the affairs pertaining to the welfare of the small world living within the vessel. For four hours this position of dignity and importance is his. Then he goes off, and some other man succeeds to the hardships of the office.

A SAND STORM.

Experience of a Traveller in One of Those Unpleasant Incidents.

In crossing that part of Arabia known as Yemen, an English traveller a few years ago encountered a storm of sand. He describes the unpleasant incident in a vivid manner.

The stinging sensation as the sand struck one's hands and face was most painful. Calling a halt, we crawled under some thick bushes, the men hurriedly arranging a strip of canvas so as to gain the most protection from its scanty folds. We were just in time, for the wind increased in strength and became a gale. The sand, which till now had been but thin, commenced whirling in clouds until the air was dark with it. Huddling together, we tied our turbans over our mouths and waited for a cessation.

The desert wind was intensely hot, and the burning, gritty grains of sand found their way under one's clothing and into one's ears and eyes until life became almost unendurable. I had seen a sand-storm or two before, but none like this. The poor, grumbling camels lay down and wagged their necks slowly from side to side. So strong was the sand-laden wind that it was impossible for the men to go even as far as the river to get water, and our throats were parched with thirst.

Happily this was the only sand-storm we experienced on the whole journey. I hope I may never see another.

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