

**THE NEWS IN A NUTSHELL.**  
THE VERY LATEST FROM ALL THE WORLD OVER.

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

**CANADA.**

Ottawa claims a population of 56,000. There are 40 cases of typhoid fever in the hospitals at Ottawa.

Iron ore is being shipped from Marquette, Mich., to Deseronto, Canada.

Mrs. Weist of Weissenberg drowned herself in the soft water barrel.

Kingston's population has increased 208, according to the assessors' returns.

Mr. W. M. Davis, Town Engineer of Woodstock, has been appointed to a similar position in Berlin.

A scheme is on the tapis for the establishment of large cotton mills at Chicoutimi.

Fort William merchants almost to a man will adopt a strictly cash system with customers this month.

Centenary Church congregation of Hamilton has decided in favor of individual communion cups.

Mr. Justice Robertson refused the Crown's application for a change of venue in the Ponton case.

Nothing has yet been heard of the whereabouts of Rev. John Smith, of Halifax, who left for Pembroke a month ago.

An order-in-Council has been passed appointing Thursday, Nov. 24th, the last Thursday in the month. Thanksgiving Day.

Mr. Archibald Blue, of the Ontario Bureau of Mines, reports that the corundum deposits in Hastings and Renfrew counties are very rich.

W. A. Parks, B.A., and W. E. H. Carter returned to Toronto on Saturday from a trip to Moose Factory, Hudson Bay. They travelled over 1,500 miles in a fifteen foot canoe.

Mr. A. E. Forget, Indian Commissioner at Winnipeg, has been appointed Lieutenant-Governor of the Northwest Territories. Mr. Forget will be succeeded as Indian Commissioner by Hon. David Laird of Prince Edward Island.

Mr. W. H. P. Clement, barrister, of Toronto, has been appointed member of the Yukon Council and legal adviser to the Commissioner, in succession to Mr. F. C. Wade.

Mrs. Boomer, the lady member of the London School Board, has succeeded in having a resolution passed endorsing the proposal to teach domestic science in the Public Schools.

A farmer's son, about eighteen years of age, named Elliott, employed at a cider mill at St. Agatha, was struck by the bursting of the flywheel and instantly killed.

For stealing three cigars a boy named Thomas was sentenced by Police Magistrate Spencer of Owen Sound to the Reformatory at Penetanguishene for three years.

John C. Kaar, a lad of about fifteen years, was instantly killed at Brownsville, by being caught in a belt and wound round the shaft, which severed his head from the body.

Mr. P. Ryan, of New York, has been in Ottawa instructing the Tammany Protective Society of that city in the government and methods of the famous organization that controls New York.

Mr. E. H. Morse, of Blenheim, was examining an acetylene gas generator with a lighted match when an explosion took place. He was terribly burned, and it is feared may lose his eyesight, or even his life.

School commissioners of Outremont, near Montreal, have caused the arrest of Dominion Veterinary Inspector Dr. McEachran, alleging that the doctor's establishment for treating animals for tuberculosis is a menace to the health of the school.

**GREAT BRITAIN.**

A ruffian under arrest stabbed a policeman to death in London, Eng., yesterday.

The steamship Milwaukee which ran on the rocks near Liverpool, has been cut in two and one half of the vessel towed to that port.

**UNITED STATES.**

Hiram Maxim, the inventor of rapid fire guns, is under arrest at New York on a charge of bigamy.

At Adrien, Mich., Mary Service, a widow, 87 years old, committed suicide Saturday rather than die of cancer.

Gigantic frauds, it is said, have been discovered in New York's asphalt paving contracts. There will be another civic scandal committee.

Samuel Green Wood, president of the Coatsville, Pa., National Bank, was robbed of a valise on Sunday at Philadelphia which contained \$10,000 in bonds.

Snow and rain have checked the progress of the forest fires in Colorado, and it is now thought that further destruction of the timber will be prevented.

Captain Brady, of the United States Signal Service, has been ordered to begin the construction of an overland telegraph line from Quantanamo, Cuba, to Santiago and Manzanillo.

Senator Hanna, believed by many to be President McKinley's chief adviser, declares for the United States holding the Philippines. He is decidedly opposed to any proposition to pay Spain \$400,000,000 for them.

John Hollingworth and his friends fired on a party of five men who went to his place in Cannon County, Kansas, on Saturday to execute a judgment. Four of the men were killed outright and the fifth cannot recover.

Four miners were burned to death

slope about noon. At the time there were 450 men in the mine. All were gotten out but four.

A great deal of damage has been done in the State of Wisconsin by forest fires. In the city of Cumberland the loss amounts to \$25,000. The fires in the northern part of the State have been quenched by a heavy downfall of rain. Several deaths are reported.

On Saturday at Pittsburg Bertha Beilstein killed her mother and put four bullets into her body, from the effects of which she cannot recover. Frederick Beilstein, the father of the family, was one of the best known residents of Allegheny. He died suddenly in December last from apoplexy, and since then the daughter has been despondent.

Hugh Heldon, of Tacoma, Wash., has brought suit against the Grand Court of Washington, Ancient Order of Foresters, for \$15,000 damages for injuries alleged to have been received while being initiated into the order. Heldon alleges that he was compelled to ride an electric goat, resulting in injuries to his spine, from which his physician says he will never recover.

Arrangements are being made to bring to the United States for internment the bodies of all the soldiers of the American army who died in Cuba, Porto Rico or the Philippines. Congress made an appropriation of \$200,000 for this purpose, and the execution of the law has been placed in the hands of the quartermaster-general of the army with instructions to spare no effort or expense.

Reports from the flooded districts of Georgia state that a hundred lives have been lost.

Senator Quay and his son are being tried at Philadelphia on a charge of using State funds in the People's Bank for their own speculations.

A battle took place between United States regulars under Gen. Bacon at Bear Island, Minn., Indians, in which four soldiers were killed and nine wounded. How many Indians were killed is not at present known.

**GENERAL.**

There are 20,000 Spaniards in Porto Rico who desire to be returned to Spain.

Smallpox and typhoid are reported to be afflicting the American force at Mamilla.

It is the opinion of the medical staff of the American army in Porto Rico that the condition of the volunteer forces necessitates their removal north.

Three laborers, named Mussik, Hartman and Koracks, of Budapest, convicted of plotting against the Emperor's life, were sentenced, Mussik to five years penal servitude for conspiring to commit high treason, and Hartman and Koracks to two years each.

Admiral Cervera has accepted the invitation of the constituency of Ferrol to represent them in the Cortes, and that he has promised his supporters that he will reveal the whole truth about the mismanagement of naval affairs by the Madrid Government, which resulted in the disaster to his squadron at Santiago.

The British steamer Ganges, which sailed from Montreal a few days ago, is reported ashore at Ferrole, on the French shore of Newfoundland. She is said to be full of water and will be a total wreck.

Senor Sagasta, the Spanish Premier, believes that Russia is working for the formation of a new triple alliance comprising Russia, France and Germany, which would leave Japan as England's only ally in the far east.

The British Royal Commission appointed to investigate the French treaty rights in Newfoundland, has completed its tour of the treaty coast, and will return to St. John's to complete the evidence concerning the difficulties between French and British subjects over the lobster, cod and herring fisheries by studying the colonial archives. This is expected to occupy a couple of weeks, after which the commissioners will negotiate with the Colonial Ministry for a basis of settlement with France.

**BIG STEAMSHIPS.**

Cunard Company Will Build the Largest Boat in the World.

The Cunard Company has lately given an order for a new steamship, which will be the largest ever constructed. She is not to be a passenger-boat, and is not to be built for speed, and accordingly she will attract less general interest than her smaller sisters, the Lucania and Campania, which register only thirteen thousand tons apiece.

The biggest vessel now afloat is the Kaiser Wilhelm de Grosse, of the North German Lloyd. She is six hundred and fifty feet long, and registers more than fourteen thousand tons. She will not long be the leviathan of the Atlantic liners, for in a short time the White Star Company will have the Oceanic on the water, and she, with her seven hundred feet length, will be twenty feet longer than the Great Eastern, the wonder of the last generation.

It is expected that the Oceanic will make the passage between Liverpool and New York, in less than five days. Speed such as this is obtained at an enormous expenditure of fuel. The Oceanic will burn more than seven hundred tons of coal a day.

Almost every one is curious to know what an ocean greyhound costs. The expense is vastly greater per ton for a fast passenger-boat than for a freighter. It is supposed that a tramp steamer can be built in Great Britain for something less than fifty dollars a ton. The great "liners" cost almost or quite two hundred dollars a ton. At that rate the Oceanic will

**HOW TO PRESS YOUR DRESSES.**

No matter how carefully made, or how stylishly fashioned a garment may be, its entire good effect is ruined if it is not carefully and correctly pressed. Few amateurs realize the importance of this, the finishing touch of tailor-made perfection; or, if they do appreciate its importance, they are unable to cope with its requirements.

The irons should be neither too hot nor too heavy, and both sides of each seam, from the sewing line to the edge finish, should be well pressed down before any attempt is made to open the seams flat. This presses the finishing and saves the risk of it showing through. If the dress is of a very thick or very springy cloth or serge, a damp cloth should be laid over the closed seam and the pressing done through it, leaving it slightly damp for the last pressing. After both sides of the closed seam have been pressed, each one may be laid open and pressed flat with a cooler iron, care being taken not to stretch the length of the seam; and the bust of the dress, each side of the top of the darts and a little above them, should be opened, and great pains taken to press the extreme tops of the darts quite flat out; but the same pains must be taken not to stretch the dress, at that part, either down or across. The very end, only, of the iron should be used there.

The sleeve seams should be pressed, first closed and then open, and a sleeve board is certainly an advantage. Different contrivances frequently take its place—a small cricket bat, a broom handle or a rolling-pin being the favorites; but care should be taken that neither bat nor broomstick has been painted, and that the rolling-pin has never been used, or the heat will produce bad results.

Pressing should always be done on four thicknesses of woolen stuff—soft cloth or a blanket covered with a strong muslin cloth. The iron should be well cleaned and not too large or heavy. Tailors use a narrow iron, which runs along the seams; and women who make their own dresses would be wise in having so helpful a commodity.

All fabrics may be ironed in the same way as woollens, unless they have a pile, when every care should be taken not to flatten it; crepons come under the same head as pile fabrics, and should be pressed in the same way. Silk glazes and scorches very quickly, and should therefore be pressed in the same way, and with an iron that is light in weight and rather cool, and, indeed, it is a mistake to use hot irons in pressing.

Fugitive colors which change to brown when heat is applied to them, are very terrifying, as it appears that the garment has been spoiled, but, if the lining has not been scorched, it will generally be found that the color comes back when the dress is quite cold. Nearly all light blue-grays, stone color, lilac, pale heliotrope and the like are fugitive; it takes three or four hours before the color comes back to them. A safe test is to try a piece of the goods under the iron the day before and you can then judge how much heat it will stand.

It is not advisable for home dress-makers to use the damp cloth too largely in pressing. With tailors, whose work is largely upon serges, tweeds and firm woolen cloths, wet treatment is best adapted to the requirements of the material, and is made one of the special features of their work, both in the exquisite finish of all seams and edges, and in the skillful manipulation by which they impart form to a garment; while the large majority of dress materials are so comparatively light and thin that wet treatment would injure color, finish and texture, causing them to draw up and look rough and cockled, and entirely destroying the delicate appearance of the fabric.

The skirt seams are pressed and the hand put on and hooked securely before the lower edge is examined and the exact length in all places determined. This done, the best means of finishing it is to baste a narrow hem all around and press it firmly all around. The binding braid or velvet if put on then entirely by hand and then finally pressed once more, will be much more easily removed after it has become worn out than if stitched on and sewed in a hem. You will be surprised at the smart tailor-effect of a skirt so finished when compared with one done by the usual time-saving dressmaker method and the work of repairing is lessened by more than half.

**GRAINS OF GOLD.**

There is not a moment without some duty.—Cicero.

Whatever is worth doing at all is worth doing well.—Chesterfield.

Observe your enemies, for they first find out your faults.—Antisthenes.

The superior man is slow in his words and earnest in his conduct.—Confucius.

A docile disposition will, with application, surmount every difficulty.—Manilius.

Never do anything concerning the rectitude of which you have a doubt.—Pliny.

There is no genius in life like the genius of energy and activity.—D. G. Mitchell.

Attempt to the end, and never stand to doubt; nothing so hard but search will find it out.—Herriek.

The lie indirect is often as bad and always meaner and more cowardly than the lie direct.—Ballou.

Opportunity is the great source of all

**TYPES OF FAST FLYERS.**

THE TWO SPEEDIEST ENGINES IN THE WORLD.

Each Make Over 100 Miles Without a Stop—And Makes This Remarkable Rush on a Regular Schedule.

The two fastest regular runs of over 100 miles made by passenger trains in the world are those of the Empire State Express over the New York Central Road and the Cornish Express over the Great Western Railway, of England.

For years in England regular express trains have been running at a scheduled speed of 50 miles per hour, and of recent years during the summer months some of the English roads have had trains in service that made runs of over 400 miles, at an average speed of a mile a minute.

It was during the year of the World's Fair at Chicago that the Empire State Express set the mark in the United States for a long-distance run at a high rate of speed. Between New York and Albany a distance of 142.88 miles, the New York Central train, without making a stop, covered the distance at an average speed of 53.58 miles per hour.

The great run made regularly by the Cornish Express is between London and Exeter, a distance of 193.92 miles, at an average speed of 53.36 miles per hour. Like the run of the Empire State Express between New York and Albany, that of the Cornish Express between London and Exeter is made without a stop.

While the average speed maintained by the New York Central train is twenty-two one hundredths of a mile per hour greater than that of the English train, the distance covered by the latter between London and Exeter is in round numbers 50 miles more than that covered by the Empire State Express on its run between New York and Albany.

In considering the merits of the two performances there are several things to be considered in arriving at a conclusion as to

**WHICH IS THE BETTER.**

First, and probably the most important, is the roadways over which the runs are made. As to the physical condition in which both roadways are kept, there is probably no difference, but in the matter of grades the New York Central has a great advantage over the Great Western. With the exception of a few slight grades the Central's track is practically level, while that of the Great Western is up grade almost the entire distance from London to Swindon, and from Taunton to Burlescombe the grade is a very sharp one.

In the matter of curves, however, the Great Western scores a point, as the curves on the New York Central are much more numerous and sharper, but, taken altogether, as far as the roadways over which the two runs are made, the American road has an advantage.

Another point that must be considered is the weight of the trains hauled. The Empire State Express is made up of a buffet car, two day coaches and a drawing-room car, the total weight of which is 376,000 pounds but frequently the car of the Vice President, which weighs 110,000 pounds, has been hauled in addition to the regular equipment, and the schedule has been maintained.

The "Cornish Relief," as the first section of the Cornish Express is called, is run just ahead of the regular train, and the number of cars in the train varies according to the travel. The heaviest train ever hauled is made up of five composite cars and three third-class cars, with a total weight of 400,344 pounds.

The English locomotive, while not as attractive in appearance as the one built on this side of the Atlantic, however, has

**SPEED AND POWER.**

and does all that is asked of it in a satisfactory manner.

A comparison of the size and weight of the 999 and Worcester, which are the types of engines pulling the two trains, will prove of interest:

The 999 is a four-coupled locomotive, with 19 by 24 inch cylinders; diameter of drivers, 86 1-2 inches; weight on drivers, 84,000 pounds; total weight, 124,000 pounds; heating surface, 1,930 feet, and steam pressure, 190 pounds. The Worcester has cylinders 19 by 24 inches, the same as those of the 999; the driving wheels, of which there are but one pair, are 92 inches in diameter, or 5 1-2 inches more than those of the American engine. The weight on the trucks is 39,872 pounds on the drivers 39,984 pounds, and on the trailing wheels 27,664 pounds, making the total weight of the engine 107,520 pounds, or 16,480 pounds less than that of the 999. The total heating surface is 1,467 square feet, which is only about 75 per cent of that of the American engine.

The coal consumed by the 999 averaged 38.3 pounds per mile, while the Worcester averages 29 pounds per mile on its run.

These engines that haul the fastest trains in the world on long-distance runs without a stop are both splendid samples of the perfection that the locomotive builders have reached, both in the United States and England. While the two engines differ in many dimensions, and strikingly in appearance, they both do their work with

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**The "Chronicle" is a 12-Page Local Newspaper Western Ontario.**  
**DEEP BREATHING**  
S. Ciccolina advocates special attention to deep breathing whereby almost every person can secure a vast improvement in the amount of lung power, says an expert. The method recommended breathes from the abdomen and expands the chest by the compression of the ribs by expansion or inflation of the stomach. The ribs should be expanded during the acts of inhalation. The inhalation—through the nose—should be slow and deep, and should be held for a few seconds, then forced into the upper chest, the abdomen by expansion of the chest, and finally exhaled through the mouth. This rapid exhalation has the effect of greatly expanding the chest (the whole) process, if practiced for a few minutes, then repeated, should be persevered in for some second nature. It is especially useful for nervousness, hysteria, and other conditions. The air should be inhaled and if the