

Newspaper Laws.

We call the special attention of Post masters and subscribers to the following synopsis of the newspaper laws:

1. If any person orders his paper discounted, he must pay all arrears, or the publisher may continue to send it until payment is made, and collect the whole amount whether it be taken from the office or not. There can be no legal discontinuance until payment is made.

2. Any person who takes a paper from the post office, whether directed to his name or another, or whether he has subscribed or not, is responsible for the pay.

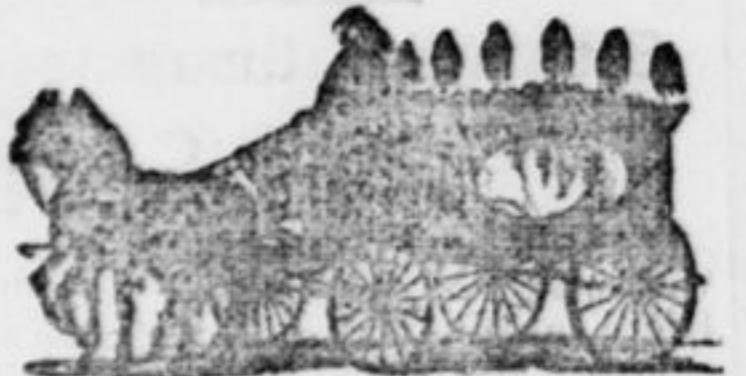
3. If a subscriber orders his paper to be stopped at a certain time, and the publisher continues to send, the subscriber's bound to pay for it if he takes it out of the post office. This proceeds upon the ground that a man must pay for what he uses.

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ENGLISH CARS IMPROVED**AMERICAN IDEAS PENETRATE THE BRITISH MIND AT LAST.****Vestibule Trains, Dining and Corridor Cars, Bogie Trucks, Heavier Rails, and Better Permanent Ways in Consequence.**

Till quite recently, English railway travel, if it could claim to be the fastest in the world, was by the nature of its rolling stock not the best adapted for comfort in long-distance travelling. But within the last nine months wonderful strides have been made in this respect, says the London Daily News.

It is now just thirty years ago since Mr. Pullman formed his American Car Company, and devoted it toward organizing a system by which passengers could be carried in luxurious vehicles, adequate to the wants of both night and day travel, and in which meals could be served en route. The first hotel car was put into service on the Great Western Railway of Canada in 1867, and in a very short time became the standard type of vehicle on all the American roads. Impressed with their suitability for long journeys, Sir James Alport, the manager of the Midland Railway Company, in the year 1874 imported from across the Atlantic a large stock of Pullman cars, some of which were converted into travelling restaurants and attached to the principal express trains from London to Leeds and Manchester.

This spirited enterprise in the shape of breakfast, luncheon, and dining cars immediately caught on, and so attractive did they prove that it was not long before the Great Northern and Manchester, Sheffield, and Lincolnshire railway companies had in self-defence to follow suit and to build some similar saloons at their own works for the competitive traffic between the same points. But the Pullman car as a substitute for the ordinary English composite carriage never proved a success; what the Americans term our "lonesome stuffy compartments" still held their own in popular favor, but the public that rejected the day car greeted with acclamation the advent of

THE CORRIDOR TRAIN. Two or three years later, acting on the Midland's example, the London, Brighton and South Coast Company determined upon trying the same innovation, a train of Pullmans being brought over at a fixed royalty and installed as a kind of service de luxe. A breakfast car (in which smoking is permitted throughout) became the prominent attraction to the 8:45 a.m. season ticket express from Brighton.

A full ensued, the novelty of the cars gradually wore off, but nevertheless the trial was proving of very great value in another way. The smooth, even motion of the American cars carried upon their bogies attracted general attention, the solid rigidity of our own four-wheeled and six-wheeled coaches was slowly admitted to be a mistake, and in a short time the Wolverton and Swindon carriage shops were busy turning out longer vehicles mounted upon bogies, or upon eight wheels, fitted with radial axles. The arrival of the stagecoach, the original model on which all railway travel was founded, was beginning to give way, carrying with it the obsolete rules and fashions of the coaching days that even still remain in the by-laws and regulations of our railway companies.

The directors of the London and North Western hesitated some before they committed themselves to these new experiments. By the end of 1880 five pairs of twin saloons had been completed at Wolverton, and commenced to work from London to Manchester and Liverpool. In the spring of 1890 the South Western Railway Company added the attraction of "Pullmans" to its Bournemouth service; and in the following year the Great Eastern conducted the first all-wheeled restaurant saloons for the convenience of passengers travelling in the boat trains between Harwich and the north of England. The year 1892 saw the South Eastern Railway Company attempt to bring carriages on

into greater popularity. Four drawing room cars, a buffet car, and a smoking car, all built by the Gilbert Manufacturing Company at Troy, were shipped over to this country piecemeal in 600 packages, and then put together and mounted upon bogies at the company's works at Ashton. These cars are run on the Continental trains and the "Hannover" service. The Great Western Railway Company celebrated the month of June, 1893, by exhibiting the first complete "corridor train," corridor carriages by themselves had for some two years previous been running on the east coast route to Scotland, but this was the first example of a train connected from end to end by flexible couplings, so that it had appeared in this country.

We now come to a very important era in the evolution of the English railway carriage. Up till 1893 there had been an earnest desire toward the improvement of rolling stock generally, and the better design and appointment of carriages, but the arrangement of a rolling hotel had only been thought requisite for the peculiar convenience of merchants and business people journeying to and from commercial centres. Third-class refreshment cars had long been talked about. The Midland Company first put the idea into practice when it announced that, commencing from July, 1893, first and third class dining cars would be run on their afternoon Scotch express. The other two Northern companies replied with a similar notice; and thus the excellent corridor trains to the north were inaugurated. Last summer the Midland still further extended the system to the morning "Scotch," and the North Western was at last induced to add luncheon and breakfast cars to the limited Irish mail trains, which, prior to this convenience, might truthfully have been described as the most expensive and most inadequately fitted-up long-distance expresses in the United Kingdom. The Irish company completed first and second class breakfast cars to meet the mail boats on Kingston pier.

This year's improvements, the magnificent dining cars and vestibule trains constructed for the Great Northern and North Eastern traffic, are not only

THE MOST LUXURIOUS that have ever been constructed in this country, but are equal to the best efforts of the great American car factories. The Great Western Railway Company has been the last to give way to modern demands, it will not till this May that breakfast and lunch can be added to the new long-distance South Wales express, leaving Cardiff at 9:35 a.m., and returning from Paddington at 6:10 p.m. The order for this car was only given on March 5, yet May 8 saw it emerge from the Swindon carriage works. Now that the thin end of the wedge has been inserted, we shall doubtless see the same facilities given to the west of England traffic.

The increased weight of trains has necessitated the construction of larger and more powerful locomotives, and now the question has arisen, prompted by the recent disaster at Little Bytham, as to whether or not the English permanent way is properly adapted for these new conditions. Comparisons have been drawn between the former and the American road, which has to bear far heavier loads, and, on the main road, about the same rate of speed. The standard American permanent way consists of flanged rails, sixty feet in length, and weighing 90 pounds to 100 pounds per yard, which are spiked to transverse sleepers laid close together as to be almost continuous. It is said that this system gives far more elasticity, and easier running than does a rigid combination of bolts, pins, and wedges. It is also noted that trains make far less noise in America. A short time ago the New York Central had sent over a length of standard North Western steel rails and all their appurtenances. This was laid down by the side of their ordinary track and subjected to the same tests. In a very short time the English material proved less, as the chairs were broken by the concussion of these heavy trains, both goods and passenger. It is proposed to lay down a length of line of their materials and ballast it in accordance with their arrangements; as this is the only way in which the truth can be arrived at. Probably each party has something to learn from the other. It is obvious, since both the weight and speed of trains are showing such marked signs of increase, that no precautions should be neglected, and it is only reasonable to demand that improvements in the permanent way outside should keep pace with the adjuncts for luxurious travel within.

Take, for instance, the flowers of a succulent nature like the iris. The stems, when put into water, slough away, and soon give an unpleasant odor.

There are two remedies which may be applied in this case; either one should

put a mild disinfectant in the water

and frequently change it, or cut off the ends of the stalks at short intervals.

A good point to remember in gathering flowers of the iris family, and indeed all succulent plants like the primrose, the snowdrop, the lily, and the poppy, is to pick them while still in the bud, as they will often suck up enough water to quite carry out their natural life.

Another flower whose stem most rapidly decays and corrupts is the mignonette, and it is often best,

to sacrifice it while its head is said freshly green. Heliotrope, like

mignonette should always be put in

water by itself, for it not only fades

and turns brown rapidly, but it will

kill almost any flower put with it.

The cause of decay in hard-wooded

plants like the azaleas and camellias is

that they do not take up enough water,

nor that they have any roots to pen-

etrate it, so that to dry their stalks fre-

quently will be of little avail. The

hard, brittle wood has no power of ab-

sorption, but if when putting such

flowers in a vase or bowl you make sure

that the lowest leaves attached to the

blossoms are under water, the effect is

magical. The tender green of the fresh

leaf absorbs the water and acts as a

conductor, in its turn nourishing the

blossom. Ferns, and especially maidenhair, are very short-lived when they

have to live on the stem alone for nour-

ishment, and the most effectual way to

preserve them is to see that the lower

part of every frond is well under water.

Cut flowers require as a rule a far

larger quantity of water than is given

them, through the capacious bowls and

vases now in vogue come much nearer

meeting their wants than the slender

elegant forms that are trained to adorn

our cabinets and mantels. We must be

guided by the expectations of the long-

evity of a flower; however, by its nor-

mal life, and not except the frail blos-

om of a day to rival the splendid or-

chid in its three weeks' duration.

Flowers should always be placed in

water as soon as possible after being

picked; when received by post in a some-

what wilted condition, an immediate

plunge into hot water, with a little sal-

vatine will accomplish wonders in a

bit of sealing wax over the ends.

SHAPELY HANDS.

A story from across the water tells us that the German Emperor fell in love with his wife because of her beautiful hands. This sounds well, and whether it is true or not, will no doubt be an inspiration to lots of ambitious women to make the most of

carelessness in the use of hand coverings.

A critic says: "Women become more

sensible every day in regard to their

hands. Young women used to squeeze

and pinch their hands into gloves two

sizes too small, but now there is a rev-

olution. They wear gauntlet gloves

and actually put on gloves that wrinkle."

There are many good arguments to

be brought forward against the retire-

ment of the tight glove. Women who

play tennis, row boats, drive road wag-

gons, swim or wheel, can never return

to a system of packing the hand and

wrist into a small space. The fashion-

able glove will accomplish wonders in

the wrist of a woman.

Lilac, laburnum and azaleas require

to have a piece of the bark stripped up

and left hanging, and this, with the

addition of a few leaves in the water

will often keep them in quite a fresh

condition for weeks.

The bouquet which you have carried

during an evening will be sure to re-

ceive a good reception if you spray it well

with water and put it under a bell

jar; and if you wish to wear flowers

in your hair or on your corsage, they

may be made to retain their freshness