

NEWSPAPER LAWS.

We call the special attention of Postmasters and subscribers to the following copy of the newspaper laws:

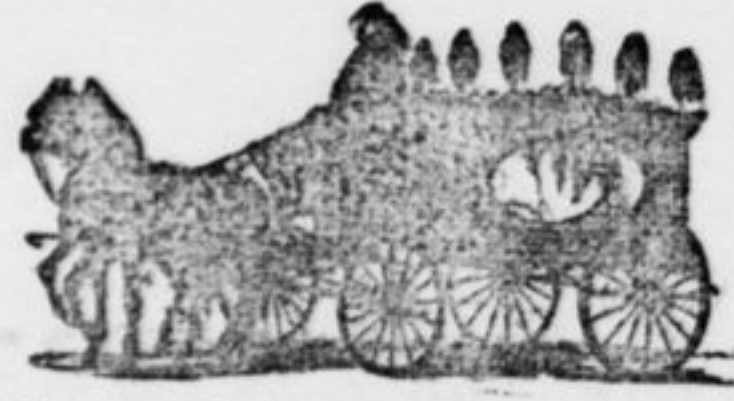
1. If any person orders his paper discontinued, he must pay all arrears, or the publisher may continue to send it until payment is made, and collect the whole amount whether it be taken from the office or not. There can be no legal discontinuance until payment is made.

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 is bound to pay for it if he takes it out of the post office. This proceeds upon he grows; hat a man must pay for what he uses.

JAKE KRESS

It will be found in his Old Stand opposite the Durham Bakery. Furniture Of the Best Quality Cheaper THAN EVER.



First-Class Hearse. UNDERTAKING Promptly attended to. JAKE KRESS.

BUSINESS DIRECTORY.

LEGAL.

J. P. TELFORD, BARRISTER, SOLICITOR IN SUPREME COURT. NOTARY PUBLIC, Commissioner, etc., MONEY TO LOAN. Fire Insurance secured. OFFICE, OVER O'HAN'S STORE, LOWER TOWN, DURHAM.

W. L. MCKENZIE, Loan and Insurance Agent, Conveyancer, Commissioner &c. Loans arranged without delay. Collections promptly made. Insurance effected. MONEY TO LOAN at lowest rates of interest. 107 and 109 North of S. Sec's Store Durham.

MEDICAL.

DENTISTRY.

T. G. HOLT, L. D. S. HONOR Graduate of the Royal College of Dental Surgeons of Ontario. Teeth extracted without pain by the use of nitrous oxide gas or vitalized air. Particular attention paid to the filling of the natural teeth. Office and Residence next door West of Post Office. DURHAM.

MISCELLANEOUS.

HUGH MCKAY. LICENSED AUCTIONEER, for the County of Grey. Sales attended to promptly and at reasonable rates. Residence Durham Ont.

JAMES LOCKIE, ISSUER of Marriage Licenses. Auctioneer for Counties of Bruce and Grey. Residence—King St., Hanover.

AUCTIONEER.

DAN. McLEAN. LICENSED AUCTIONEER for Co. of Grey. All communications addressed to LAWRENCE P. O. will be promptly attended to. Residence Lot 19, Con. 5, Township of Bentinck.

FOR SALE The EDGE PROPERTY.

In the Town of Durham, County of Grey, including valuable Water Power Brick Dwelling, and many eligible building lots, will be sold in one or more lots. Also lot No. 60, con. 2, W. G. R., Township of Bentinck, 100 acres adjoining Township of Durham.

Mortgage taken for part purchase money. Apply to JAMES EDGE, Edge Hill, Ont.

S. G. REGISTRY OFFICE.

Thomas A. Lander, Registrar. John A. Munro, Deputy-Registrar. Office hours from 10 a. m. to 4 p. m.

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 Allport, 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 bill then ensued, the novelty of the cars gradually wore off, but nevertheless the trial was proving of very great value in another way. The smooth and easy action of the American cars carried upon their bogie trucks 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 on eight wheels, fitted with radial axles.

The original model on which all railway travel was founded was beginning to give way, carrying with it the old-fashioned 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 long before they committed themselves to these new experiments. By the end of 1889 five pairs of twin saloons had been completed at Wolverton, and commenced to run from London to Manchester and Liverpool. In the spring of 1890 the South Western Railway Company added the attraction of "Pullman" to its Bourne-mouth service; and in the following year the Great Eastern constructed some six-wheeled restaurant saloons for the convenience of passengers travelling in the best trains between Harwich and the north of England. The year 1892 saw the South Eastern Railway Company attempt to bring carriages on

THE AMERICAN PATTERN 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 900 packages, and then put together and mounted upon bogies at the company's works at Ashford. These cars are run on the Continental trains and on the Hastings service. The Great Eastern 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 covered gangways that 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 arrangements of a travelling 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 carriages would be run on their afternoon Scotch express. The other two Northern companies replied with a similar notice; and thus the excellent corridor train to the north were inaugurated. Last summer the Midland still further extended this system to the morning "Scotsman"; 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 companies completed the connection by producing 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

TO PRESERVE OUT FLOWERS.

The woman who wishes to enjoy the whole of the short life of her cut flowers, instead of only a short portion of it, will not settle down upon any one undeviating method for preserving them, but will rather vary it according to the different causes which lead to their decay. 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 the water is the magnolia, and it is often best, therefore to sacrifice it while its head is said freshly green. Heliotrope, like magnolia 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 the decay of wood-plants like the azalea and camellia is that they do not take up enough water, nor that they have any tendency to polargize it, so that to cut their stalks frequently with a little saw. The hard, brittle wood has no power of absorption, 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 leaf absorbs the water and acts as a conductor, in its turn nourishing the blossom. Ferns, and especially maiden hair, are very short lived when they have to look to the stem alone for nourishment, 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 continue to adorn our cabinets and mantels. We must be guided in our expectations of the longevity of a flower, however, by its normal life, and not expect the frail blossom of a day to rival the splendid orchid in its three weeks' duration.

Flowers should always be placed in water as soon as possible after being picked; when received by post in some what wilted condition, an immediate plunge into hot water with a little salt volatile will accomplish wonders in the way of reviving them.

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 drops of lime 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 revive if you wash the stems in water with water and put it under a bell glass; and if you wish to wear flowers in your hair or on your corsage, they may be made to retain their freshness for several days by cutting a strip 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 shapely hands.

Very few women know what really pretty hands they possess. First, because they do not know how to care for them; second, for the reason that they think they have not hands of very much consequence, and third, from carelessness in the use of hand coverings. A critic says: "Women begin to play tennis, row boats, drive road waggons, swim or wheel, can never return to a system of packing the hand and wrist into a small space. The old-fashioned glove was a beautiful and sensible device. Young women used to squeeze and pinch their hands into gloves two sizes too small, but now there is a revolution in the wear of gloves, and actually put on gloves that wrinkle."

There are many good arguments to be brought forward against the retirement of the tight glove. Women who play tennis, row boats, drive road waggons, swim or wheel, can never return to a system of packing the hand and wrist into a small space. The old-fashioned glove was a beautiful and sensible device. Young women used to squeeze and pinch their hands into gloves two sizes too small, but now there is a revolution in the wear of gloves, and actually put on gloves that wrinkle."

There are many good arguments to be brought forward against the retirement of the tight glove. Women who play tennis, row boats, drive road waggons, swim or wheel, can never return to a system of packing the hand and wrist into a small space. The old-fashioned glove was a beautiful and sensible device. Young women used to squeeze and pinch their hands into gloves two sizes too small, but now there is a revolution in the wear of gloves, and actually put on gloves that wrinkle."

There are many good arguments to be brought forward against the retirement of the tight glove. Women who play tennis, row boats, drive road waggons, swim or wheel, can never return to a system of packing the hand and wrist into a small space. The old-fashioned glove was a beautiful and sensible device. Young women used to squeeze and pinch their hands into gloves two sizes too small, but now there is a revolution in the wear of gloves, and actually put on gloves that wrinkle."

There are many good arguments to be brought forward against the retirement of the tight glove. Women who play tennis, row boats, drive road waggons, swim or wheel, can never return to a system of packing the hand and wrist into a small space. The old-fashioned glove was a beautiful and sensible device. Young women used to squeeze and pinch their hands into gloves two sizes too small, but now there is a revolution in the wear of gloves, and actually put on gloves that wrinkle."

There are many good arguments to be brought forward against the retirement of the tight glove. Women who play tennis, row boats, drive road waggons, swim or wheel, can never return to a system of packing the hand and wrist into a small space. The old-fashioned glove was a beautiful and sensible device. Young women used to squeeze and pinch their hands into gloves two sizes too small, but now there is a revolution in the wear of gloves, and actually put on gloves that wrinkle."

STEEL CARS.

Another Mark of Progress in Railroad Equipment. For last steel cars have been made. For years they have been regarded as the coming car, but owing to the high price of steel they were not thought to be economically possible until the twentieth century. A great steel company, in order to show under the present conditions the possibilities of steel in this but it was not a good one, and the other kind, they are to be exhibited around the country, to railroads, and if the idea takes they will be constructed on a large scale in the fall. While the cost of a steel car will naturally be more than that of a wooden one, sufficient experience has already been acquired to warrant the statement that on a commercial basis these cars can be constructed at a cost not to exceed that of a wooden car, and with a safety factor in favor of steel. They have been tested with a load of wet sand and pig iron weighing one hundred and twenty-five thousand pounds. The use of steel will not be confined to freight cars, it is intended in the near future to build passenger cars of steel throughout, and to do away with the danger of splintering in railroad collisions.

FAIR INDICATION.

Does Miss Gushington's father look with favor on your suit? I think so, he always lets me pay for the drinks.

JUST AS BAD.

Does your girl ever give you the marble heart? No; but she often turns the cold shoulder.

THE MIKADO'S VISIT.

TO PRESERVE OUT FLOWERS.

The woman who wishes to enjoy the whole of the short life of her cut flowers, instead of only a short portion of it, will not settle down upon any one undeviating method for preserving them, but will rather vary it according to the different causes which lead to their decay. 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 the water is the magnolia, and it is often best, therefore to sacrifice it while its head is said freshly green. Heliotrope, like magnolia 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 the decay of wood-plants like the azalea and camellia is that they do not take up enough water, nor that they have any tendency to polargize it, so that to cut their stalks frequently with a little saw. The hard, brittle wood has no power of absorption, 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 leaf absorbs the water and acts as a conductor, in its turn nourishing the blossom. Ferns, and especially maiden hair, are very short lived when they have to look to the stem alone for nourishment, 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 continue to adorn our cabinets and mantels. We must be guided in our expectations of the longevity of a flower, however, by its normal life, and not expect the frail blossom of a day to rival the splendid orchid in its three weeks' duration.

Flowers should always be placed in water as soon as possible after being picked; when received by post in some what wilted condition, an immediate plunge into hot water with a little salt volatile will accomplish wonders in the way of reviving them.

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 drops of lime 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 revive if you wash the stems in water with water and put it under a bell glass; and if you wish to wear flowers in your hair or on your corsage, they may be made to retain their freshness for several days by cutting a strip of sealing wax over the ends.

POLLUTED RIVERS.

The Rivers of England Are Becoming One Vast Cesspool. The sweet poet William Cowper is needed to sing the funeral dirge of English rivers. About 50 years since I had to pass a year in smoky Manchester. In 1800 the River Irwell, flowing through the town, had been a pure, pleasant stream, where fish abounded, as some old men could well remember; when I was there, it was a foul ditch of inky hue and loathsome smell. The legal business which I had in part to attend to in Manchester was the way in which some of the mill owners used the water of the canal passing through the town, so that my thoughts were specially directed to river and canal pollution.

Years have rolled on since then; factories have largely increased in number, more and more of England's beautiful rivers and country scenes have been fouled and blackened, but the worst features of all has been that the factories have not only used the rivers for the legitimate purposes I referred to, but have made them into a vast sewer drains have been formed, the outlets of their filth—streams of mudd, refuse. More unhappy still, the thousands of cottages crowded in these large manufacturing towns have needed outlets; so sewer drains have been formed, the outlets of their filth—streams of mudd, refuse. More unhappy still, the thousands of cottages crowded in these large manufacturing towns have needed outlets; so sewer drains have been formed, the outlets of their filth—streams of mudd, refuse.

THE MIKADO'S VISIT.

The London Chronicle says it learns on excellent authority that the Mikado contemplates a tour through Europe at some future time. If he is able to carry out this plan he will be the first Japanese Emperor who has ever been allowed to leave his dominions. It seems, however, that there are great difficulties in the way, the old or fanatical Japanese party object strongly to so remarkable an innovation. The Turkia fanatic did the same thing when Abd-aziz announced his intention of paying a visit to Paris and London, but that luckless sovereign, having been Turkish sovereign who ever crossed the frontiers of his empire, except as a educated man, who speaks European languages, and his visit should it ever take place, will be an event of great interest.

THE MIKADO'S VISIT.

The London Chronicle says it learns on excellent authority that the Mikado contemplates a tour through Europe at some future time. If he is able to carry out this plan he will be the first Japanese Emperor who has ever been allowed to leave his dominions. It seems, however, that there are great difficulties in the way, the old or fanatical Japanese party object strongly to so remarkable an innovation. The Turkia fanatic did the same thing when Abd-aziz announced his intention of paying a visit to Paris and London, but that luckless sovereign, having been Turkish sovereign who ever crossed the frontiers of his empire, except as a educated man, who speaks European languages, and his visit should it ever take place, will be an event of great interest.

THE MIKADO'S VISIT.

The London Chronicle says it learns on excellent authority that the Mikado contemplates a tour through Europe at some future time. If he is able to carry out this plan he will be the first Japanese Emperor who has ever been allowed to leave his dominions. It seems, however, that there are great difficulties in the way, the old or fanatical Japanese party object strongly to so remarkable an innovation. The Turkia fanatic did the same thing when Abd-aziz announced his intention of paying a visit to Paris and London, but that luckless sovereign, having been Turkish sovereign who ever crossed the frontiers of his empire, except as a educated man, who speaks European languages, and his visit should it ever take place, will be an event of great interest.

THE MIKADO'S VISIT.

The London Chronicle says it learns on excellent authority that the Mikado contemplates a tour through Europe at some future time. If he is able to carry out this plan he will be the first Japanese Emperor who has ever been allowed to leave his dominions. It seems, however, that there are great difficulties in the way, the old or fanatical Japanese party object strongly to so remarkable an innovation. The Turkia fanatic did the same thing when Abd-aziz announced his intention of paying a visit to Paris and London, but that luckless sovereign, having been Turkish sovereign who ever crossed the frontiers of his empire, except as a educated man, who speaks European languages, and his visit should it ever take place, will be an event of great interest.

THE GREY REVIEW

IS PUBLISHED EVERY Thursday, Morning.

AT THE REVIEW OFFICE, GARAFRAXA ST., DURHAM. TERMS: \$1 per year, IN ADVANCE. CHAS. RAMAGE Editor & Proprietor.

Standard Bank of Canada

Head Office, Toronto. CAPITAL, Authorized \$2,000,000. Paid up 1,000,000. RESERVE FUND 600,000.

W. F. Cowan, Geo. P. Reid, President, Manager.

DURHAM AGENCY.

Agents for all principal points in Ontario, Quebec, Manitoba, United States and England.

SAVINGS BANK.

Interest allowed on savings bank deposits of \$1.00 and upwards. Prompt attention and every facility afforded customers living at a distance. J. KELLY, Agent.

DUNN'S BAKING POWDER

THE COOK'S BEST FRIEND LARGEST SALE IN CANADA.

BUILT UP THE SYSTEM IN A WONDERFUL MANNER.

Rev. JOHN W. BELL, B.D.

HAMILTON, ONT.

JAMES A. BELL, B.EVERTON, ONT.

James A. Bell, of Beaverton, Ontario, brother of the Rev. John Wesley Bell, B.D., prostrated by nervous headaches a victim of the trouble for several years.

South American Nerveine effected a complete cure. In their own particular field few men are better known than the Rev. John Wesley Bell, B.D., and his brother Mr. James A. Bell. The former will be recognized by his thousands of friends all over the country as the popular and able missionary superintendent of the Royal Templars of the Temperance. Among the 20,000 members of this order in Ontario his counsel is sought on all sorts of occasions. On the public platform he is one of the strong men of the day, battling against the evils of intemperance. Equally well known is Mr. Bell in other provinces of the Dominion, having been for years a member of the Manitoba Methodist Conference and part of this time was stationed in Winnipeg. His respected brother, Mr. James A. Bell, is a highly influential, though perhaps more circumscribed, than that of his eminent brother. From disorganization of the nervous system, this is a scientific fact. Nerveine at once works on these nerves; gives to them health and vigor; and then there comes through the system strong, healthy, life-sustaining blood, and nervous troubles of every variety are things of the past.

GREAT DROUGHT.

The leaders of the strike of 1893 are greater magnanimity. The rumour is a strong British, unfinished trail of cure, in Venezuela.

Military men.

The force at the crick Carrington. The British N organize a nation.

Collector Milne.

has forwarded his fleet in Japanese waters, total catch of 18,963 to each of the 25.

At the meeting.

George Sanford, sending the Patron Government be as a second bottle of the medicine was taken and the work was done. Employing his own language: "Two bottles of South American Nerveine immediately relieved my headaches and have done up my system in a wonderful manner. Let us not depreciate the good our countrymen and social reformers are doing in the world, but low I fitted they would be for their work were it not the relief that South American Nerveine brings to them when physical ills overtake them, and when the system, as a result of hard, earnest and continuous work, breaks down. Nerveine treats the system as the wise reformer treats the evil he is battling against. It strikes at the root of the trouble. All disease comes from disorganization of the nerve centers. This is a scientific fact. Nerveine at once works on these nerves; gives to them health and vigor; and then there comes through the system strong, healthy, life-sustaining blood, and nervous troubles of every variety are things of the past.

PRIME HARNESS CO.

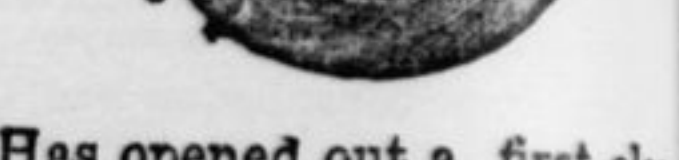
BOULDIN & CO. HARNESS MAKERS.

SEE OUR HARNESS UPPER TOWN.

ALLAN MCFARLANE

Has opened out a first-class Horse Shoeing Shop In the old stand. All hand-made shoes. Also WOODWORK in connection. A first-class lot of Hand-made Waggons for sale cheap. Jobbing of all kinds promptly attended to.

ALLAN MCFARLANE, Proprietor



THE NEWS IN A

THE VERY LATEST FROM THE WORLD OVER

Cardinal Taschereau recovering. Farm laborers are strikers of Manitoba. A big run of sardines. Riviere Quebec, Quebec. Miss Eva Booth, Salvation Army. Hundreds of persons are starving to death in Rich strikes of gold. The water in the St. Lawrence is higher this year.

Mr. Morrison Hewitt was killed in the St. Lawrence. Mr. Seth Young, a man, was struck by a car and killed. Alfred Mercier shot father at Quebec Station. The remains of John Hamilton boy, were on a railway track in Buffalo. The Assiniboia Association are protesting mounted police. Arthur Carrier, the children, suicided by at Chambly Canton.

English capitalists are negotiating for the construction of a large-scale near. Godefrich has granted C. P. R. agents a circular instructing circuit damaged silver. The bear skin prices rise in the price of a John Entwistle, a Birney, was killed on a gan.

Mrs. E. Clancy died the age of 102 years. Ireland in 1794 and 1845. Mr. T. M. Daly, ex-partment of the late his report on Europe. The Lake of the Company is shipping on west and Lower Vancouver.

The potato patch is working very well, where forty-eight each a plot of ground. The British Medical next year in a tick, M. P., for the elected President.

An Imperial Gove large turned bottom harbor and deposited bottom of the United States will hold its next in Montreal.

A piece of musk of the Woods a couple of weeks ago. The lake to Rat Port. Mr. John A. Pate lawyer has purchased English syndicate mine near Rat Port.

Inquiry into the village, in which was killed, has resulted suspension of the of rain.

Prescott is taking trade away from the building of an agitator in the Lime prove matters.

American silver Montreal, and as it accept it from the St. Arthur company fuse it in future. It is probable that ment will decide hold militia camps fall or next spring, coigue favors the 21.

Judgment has been of the Toronto Rail the Privy Council in Government over ability for duty on Five head of cat. Bowen of the Des. Napanee, were poised cattle have died in neighborhood within.

Mr. John Macleod Ottawa & Parry. Two employees name were blown to pieces the construction of Whitney.

Arthur Gagnon, a man, while working pany's poles on McG came in contact with fell 100 feet. He was killed up in the 4.

Collector Milne, has forwarded his fleet in Japanese waters, total catch of 18,963 to each of the 25.

At the meeting. George Sanford, sending the Patron Government be as a second bottle of the medicine was taken and the work was done. Employing his own language: "Two bottles of South American Nerveine immediately relieved my headaches and have done up my system in a wonderful manner. Let us not depreciate the good our countrymen and social reformers are doing in the world, but low I fitted they would be for their work were it not the relief that South American Nerveine brings to them when physical ills overtake them, and when the system, as a result of hard, earnest and continuous work, breaks down. Nerveine treats the system as the wise reformer treats the evil he is battling against. It strikes at the root of the trouble. All disease comes from disorganization of the nerve centers. This is a scientific fact. Nerveine at once works on these nerves; gives to them health and vigor; and then there comes through the system strong, healthy, life-sustaining blood, and nervous troubles of every variety are things of the past.

GREAT DROUGHT. The leaders of the strike of 1893 are greater magnanimity. The rumour is a strong British, unfinished trail of cure, in Venezuela.

Military men. The force at the crick Carrington. The British N organize a nation.

Collector Milne. has forwarded his fleet in Japanese waters, total catch of 18,963 to each of the 25.

At the meeting. George Sanford, sending the Patron Government be as a second bottle of the medicine was taken and the work was done. Employing his own language: "Two bottles of South American Nerveine immediately relieved my headaches and have done up my system in a wonderful manner. Let us not depreciate the good our countrymen and social reformers are doing in the world, but low I fitted they would be for their work were it not the relief that South American Nerveine brings to them when physical ills overtake them, and when the system, as a result of hard, earnest and continuous work, breaks down. Nerveine treats the system as the wise reformer treats the evil he is battling against. It strikes at the root of the trouble. All disease comes from disorganization of the nerve centers. This is a scientific fact. Nerveine at once works on these nerves; gives to them health and vigor; and then there comes through the system strong, healthy, life-sustaining blood, and nervous troubles of every variety are things of the past.

GREAT DROUGHT. The leaders of the strike of 1893 are greater magnanimity. The rumour is a strong British, unfinished trail of cure, in Venezuela.

Military men. The force at the crick Carrington. The British N organize a nation.