

KARLS GLOVER ROOT

ROOT

PURIFIED
BLOOD

CURES CONSTIPATION
DYSPEPSIA, INDIGESTION,
BILIOUSNESS, HEADACHE,
BRUISES ON THE SKIN,
BEAUFIT'S COMPLEXION,
AND ALL SKIN AFFECTIONS.

NO NO
For the Teeth and Breath.

Sold by A. T. Elliott, Beaverton

FAMOUS BRITISH SHIPS.

SHORT SKETCHES OF SOME OF THE MOST NOTED

Five English Vessels That Have Borne the Name Endymion—From Cromwell to the present.

It is around such names as Belleophon, Agamemnon, Arethusa, Orion, Endymion—names with wonderful history records—that much of English history is constructed, and as the names are handed down from ship to ship the records go with them, and these, with the accompanying legends, make a man braver and more ready to die.

A short history of the British war ship Endymion—the present one is a first-class cruiser—will be of interest in this connection, especially as her historian mentions an adventure which she had with the United States frigate President, Captain Stephen Decatur, January 15, 1815, just outside of Sandy Hook, and which is one of the brightest pages in her annals—and even as told by an Englishman, much for an American to be proud of.

The first Endymion to be found in British naval records did good service for the commonwealth during the years 1652 and 1653 against the Dutch. Capt. Jarvis Cosham commanded the "frigate" of 300 tons, 26 guns, 140 men—a merchantman provisionally armed for the war—after which she reverted to her original calling and is mentioned in State papers no more, but her record lives after her.

The first man-of-war, Endymion, of the Royal navy, was a 44-gun ship, built on the Thames in 1779—a small two-decker of 894 tons. She was built to war with France—then the ally of the revolted American colonies. She had a gun deck of 140 feet, and her beam was 38 feet 1-1/2 inches.

She served uneventfully until April, 1782, when, while on the Jamaica station, she

ALL SAIL IN CHASE

was at once made by the British squadron, which headed after the President, the American frigate, however, was able to keep ahead, and to make good the British squadron, except the Endymion, which steadily crept up over nearer and nearer during the nine hours that the pursuit lasted. The President tried at one point to shake the Endymion off, but in vain, meanwhile cutting away her own anchors, throwing overboard boats, spars, and swivels, her sails from royals downward, to facilitate her flight. But all this same, the Endymion drew up nearer and nearer, until shortly after two o'clock the President opened fire with her broadsides. To this, for nearly half an hour, the Endymion did not reply a shot, but, at length, about 2:30 o'clock, she, in turn, began to open with her guns, for another three hours they continued the chase, firing at one another until about 5:30 o'clock, when the President suddenly wore and altered her course to the south. The Endymion, now quite near, followed suit with every movement, and then, after gradually drawing up to her antagonist, just on the hour of six o'clock, the two ships closed nearly alongside. The Americans began a sharp musketry fire from the tops, which did considerable execution on the President, though the Endymion at one point firing under the President's stern, she fired two raking broadsides into her, and then hauling up, the Endymion poured her broadside into the President and her quarter of her antagonist. It was now 6:45, and for half an hour more the two ships pounded away furiously into one another, until, suddenly, the President ceased fire for a few minutes. After the pause she opened on the Endymion again, this time only with her aftermost guns, and

AIMING HIGH.

The Endymion's mainmast studding-sail came down under the fire, and at once the President hauled to the wind to try once more to escape. But again the Endymion was ready for her antagonist, and pouring a destructive raking fire into the stern of the President, she too, hauled up promptly in pursuit. For another five-and-twenty minutes the President kept firing at intervals, but though just as the President's Americans ceased firing altogether, the Endymion, supposing the President to have surrendered, ceased firing on that, and set to work sending new sails. The Endymion, however, continued their course to the eastward under press of canvas, until at length one of the Endymion's consorts, the Pomone, overtook the President, about half an hour before midnight. To make sure, the Pomone gave the President a broadside, followed by another just as the American ship rounded to and hailed to say that she had surrendered.

So the fight ended, with a casualty list on both sides of—Endymion, eleven killed and fourteen wounded; President, thirty-five killed and seventy wounded. No doubt it was not a single-handed fight, nor, strictly speaking, a duel between matches, as the President and the Endymion's consorts assisted, by their presence, must have terribly hampered the President; yet, with all that, the universal applause lavished by the people in England on the gallant Endymion was well deserved. Capt. Hope was granted a gold medal, and the Naval War Medal was granted especially to the Endymion's crew. The Pomone, too, was highly commended, and the Magnificent under two years. Next to Great Britain the most successful ship-building nation in Europe is Russia. But the same as the other nations, she cannot build a battleship like the hull of such a ship as the Magnificent within the twelve months that have sufficed Chatham dockyard to float her, while the Russians are still engaged in the war of 1854. In England, but English skilled workmen are sent to Russia to supervise the fittings.

NEW BATTLE SHIPS.

The Extraordinary Rapidity with Which England Can Build Men-of-War—Scarcity of Men for the Service.

A despatch from London says:—"The present unpleasantness" with the United States seems to emphasize every day the fresh intelligence from the War Office and Admiralty. It appears that a new difficulty besetting the latter—the commissioning of new battleships—is the insufficiency of men. The Magnificent and the Majestic have been manned only by the "dvice of transferring them from the crews of other vessels. How the vacuum thus created is to be filled up is the problem now engaging the serious attention of the Admiralty."

Some compensation for this annoyance is found in the statement made on high authority that the French Government, with the resources at its command, could not build a battleship like the Magnificent under two years. Next to Great Britain the most successful ship-building nation in Europe is Russia. But the same as the other nations, she cannot build a battleship like the hull of such a ship as the Magnificent within the twelve months that have sufficed Chatham dockyard to float her, while the Russians are still engaged in the war of 1854. In England, but English skilled workmen are sent to Russia to supervise the fittings.

PIECE OF PLATE.

and the officers a cup which was "to be considered attached to that or any future ship which might bear the gallant name of Endymion."

It was not until 30 years after the peace that the gallant Endymion passed out of service, in the meantime serving in the Mediterranean in the thirties, and in the China seas in the war of 1854. The last wooden frigate Endymion was built in 1830. She was a 32-gun screw frigate of 3,895 tons displacement, built at the time that the advent of the iron steamship seemed the fate of the service of the sailing ship of the old style. She was long ago struck off the navy list, and now is used as a small hospital ship.

The present Endymion is a first-class cruiser, of 3,550 tons displacement, and was built in 1891 under the Naval Defence Act of that year. She is now in the Mediterranean Sea, where she took the place of the Blake.

All that is attached to the name "Endymion" in British naval annals is now the lawful possessor of the present Endymion. The years that preceded her birth made a glory for her that will be fought for and maintained with a great determination than she had in the past, and were compelled to make a new record for her name in the history of naval warfare.

Other British war vessels have great names, but few of them have been so long and so successful. She has been selected because her fame was principally made at the gateway of the Union—New York Times.

FINANCE AND FINESSE.

Shrewd Scheme by Which the Learned "Member Was Worked."

Here is a story about an English member of parliament well known for his knowledge of his own knowledge about all questions of finance. This wise statesman was approached by a reputable looking man, who said, with a deferential but not servile manner, "Excuse me, sir, are you not Mr. Blank?"

"I am," said the M. P., with affable dignity.

"I believe you are well informed upon all financial questions?"

"More than to anything else."

"And no doubt you could give a satisfactory answer to almost any question I might ask?"

The member saw that he was being "interviewed" and wished to say something that would look well in print.

"Well, I have a question in finance that I should be greatly pleased if you would answer me to my satisfaction."

"Very good. What is it?"

"Will you lend me a sovereign for a day or two?"

The M. P. produced the sovereign.

"By George!" he said afterwards, "he could have caught me for five just as well if he had only known it!"

CHILDREN CRY FOR PITCHER'S CASTORIA.

Everybody, both crew and passengers, became frightened at the mysterious cloud which seemed to move with great rapidity, notwithstanding that a perfect calm prevailed.

Then came the solution. The vast cloud for the moment was composed of swallows. The forerunners, a small detachment of some 10,000 swooped down on the deck to the bewilderment of the people on board. These were followed not by thousands, but by hundreds of thousands. The birds literally overwhelmed the vessel. The man at the wheel lost his bearings, and "More than to anything else," the birds poured into every available opening, hatchways, windows and everywhere else. They got tangled in the ropes and sails and clustered about the rigging.

Even the smokestack was so filled up at one time that the fires were nearly extinguished. The most amazing part of the whole thing was that the birds did not evince any disposition to leave. To heighten the confusion, the steamers had got out of its course and ran ashore. However, on account of going very slow, no material damage was done, though the passengers were badly frightened. When the crew had

HEAVY LOSSES.

Its object is to promote the national glory of the Empire, and not to secure any personal profits for those concerned, so that they must be prepared to sustain whatever losses may ensue.

Japan the general drift of public opinion is inclined towards the extension of the existing steam services; the protection, and it has now arrived at so happy a state as to be able to declare a special dividend of profits on account of the steamers chartered by the Government during the latter war.

Under such a felicitous condition of affairs the company must be prepared to devote such surplus of profits to the development of the steam services of the Empire, and thus to repay the benefit which has been rendered by the nation to his company. The company is, therefore, now prepared to push forward the extension of its business, in accordance with the policy which has been pursued for some time. The company has been carrying on its business with a view to the extension of its business, in accordance with the policy which has been pursued for some time. The company has been carrying on its business with a view to the extension of its business, in accordance with the policy which has been pursued for some time.

EVERY DAY.

as it will prove a most important factor time has arrived to undertake that the extension of its business, in accordance with the policy which has been pursued for some time. The company has been carrying on its business with a view to the extension of its business, in accordance with the policy which has been pursued for some time.

CYCLONE OF SWALLOWS.

A Russian steamer, hailing from Odessa, has for some time been engaged in the Mediterranean trade, principally carrying passengers between Leghorn and Malaga. On one of the recent trips it encountered an adventure which will never be forgotten by either the crew or the passengers. The passage had been a stormy one, but the day of the occurrence was unusual fine. Though a rather heavy sea was running, the crew and passengers were on deck. Suddenly the lookout called: "Hurricane cloud leeward."

At once there was a great consternation among the crew, and the vessel sought safety below. The captain, however, after glancing at the barometer, gave it as his opinion that it was no hurricane cloud. The black mass that was hovering near the horizon was he thought, a particularly dense volume of smoke from some steamer. But the solution of the mystery came much sooner than they had expected. The threatening mass grew larger and larger, and soon was seen to bear down in the direction of the vessel with terrific speed.

DOMESTIC MISTAKE.

Mr. Binks (reading)—Man is by nature master, subduer, and tamer of—
Mrs. Binks—Huh! I should just like to see you—
Of the animal kingdom.
Oh!

Drawing the Line.
Landlady (trying to start the conversation)—Are you fond of the antique, Mr. Slim?
New Boarder (suspiciously)—Um—er—not at table.

ALMOST A HOPELESS CASE.

A terrible cough. No Rest Night No Day. Given up by Doctors.

A LIFE SAVED
BY TAKING
AYER'S CHERRY PECTORAL

"Several years ago, I caught a cold that attended with a terrible cough that would not rest, either day or night. I was, after working over me to try to get my health, pronounced my case hopeless, and said they could do no more for me. A friend, learning of my trouble, sent me a bottle of Ayer's Cherry Pectoral, which began to take, and very soon I was greatly relieved. By the time I had used the whole bottle, I was completely cured. I have never had much of a cough since that time, and I firmly believe that Ayer's Cherry Pectoral saved my life."—Wm. H. Ward, 34 Quinby Ave., Lowell, Mass.

Ayer's Cherry Pectoral
HIGHEST AWARDS AT 1871
Ayer's Pills the Best

Why does he follow her so with his eyes? I believe he has some difficulty with his feet.

When suffering has broken up the soil, and made the furrows soft, then can be implanted the hardy virtues which outrave the storm—Puncheon.

When suffering has broken up the soil, and made the furrows soft, then can be implanted the hardy virtues which outrave the storm—Puncheon.

Wm. H. Ward.

Almost a
Hopeless Case.
A Terrible Cough. No Rest Night No Day. Given up by Doctors.
A LIFE SAVED
BY TAKING
AYER'S CHERRY PECTORAL

"Several years ago, I caught a cold that attended with a terrible cough that would not rest, either day or night. I was, after working over me to try to get my health, pronounced my case hopeless, and said they could do no more for me. A friend, learning of my trouble, sent me a bottle of Ayer's Cherry Pectoral, which began to take, and very soon I was greatly relieved. By the time I had used the whole bottle, I was completely cured. I have never had much of a cough since that time, and I firmly believe that Ayer's Cherry Pectoral saved my life."—Wm. H. Ward, 34 Quinby Ave., Lowell, Mass.

Ayer's Cherry Pectoral
HIGHEST AWARDS AT 1871
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County of Ontario.

J. Whitty, Clerk, D. C. Macdonell, Whitty Jan. 2, Feb. 3, Mar. 4, Apr. 5, May 6, June 7, July 8, Aug. 9, Sep. 10, Oct. 11, Nov. 12, Dec. 13.

OSUNA: D. C. Macdonell, Whitty, Jan. 4, Feb. 5, Mar. 6, Apr. 7, May 8, June 9, July 10, Aug. 11, Sep. 12, Oct. 13, Nov. 14, Dec. 15.

BRONX: M. G. Gleson, Greenwood, Jan. 4, Mar. 5, May 6, July 7, Sep. 8, Nov. 9, Dec. 10.

PORT PHENIX: J. W. Burnham, Port Perry Jan. 20, Mar. 21, May 22, July 23, Sep. 24, Nov. 25, Dec. 26.

LITCHFIELD: J. E. Gould, Litchfield, Jan. 3, Mar. 4, May 5, July 6, Sep. 7, Nov. 8, Dec. 9.

CANTON: Geo. Smith, Canton, Jan. 10, Mar. 11, May 12, July 13, Sep. 14, Nov. 15, Dec. 16.

BEAVERTON: G. F. Bruce, Beaverton, Mar. 15, May 16, Jul. 17, Sep. 18, Nov. 19, Dec. 20.

UPPERCROFT: J. Gillespie, Uppercroft Mar. 16, May 17, Jul. 18, Sep. 19, Nov. 20, Dec. 21.

J. E. FAREWELL,
Clerk of the Peace,
Jan. 1.

DR. SIMPSON'S

"Better than a pound of cure" for weak and leucorrhoea. When not obtainable at Drug Stores, order by mail, one box, \$1.00 for 6. Circular free. The Simpson Company, Toronto.

PUMPS! PUMPS!

THOS. HODGSON.

Beaverton Pump Factory

Farmers of Thorah, Eldon, Mara and Brock consult your interests by consulting my Pumps with those of other makers. Their superiority is unquestionable.

FORGE, or COMMON PUMPS,
PERFECT SATISFACTION GUARANTEED.

I place no pump without thoroughly testing a working capacity and guarantee it to do all told for it with reasonable care.

BRASS AND IRON CYLINDERS,
Galvanized Piping also supplied when ordered.

THOS. HODGSON,
Beaverton Pump Factory,
Beaverton March 20th, '94.

MONSOON TEA

A PERFECT TEA

FROM THE TEA PLANT TO THE TEA CUP

IN ITS NATIVE PURITY.

"Monsoon" Tea is put up by the Indian Tea growers as a sample of the best qualities of Indian Tea. Therefore it is the best to use in the selection of the Tea and its blend, that is why they put it up themselves and sell it only in the original packages thereby securing its purity and excellence. Put up in 1/2 lb., 1 lb., and 5 lb. packages, and never sold in bulk.

ALL GOOD GROCERS KEEP IT.
My grocer does not keep it, tell him to write to
STEEL, HAYTER & CO.
11 and 13 Front Street East, Toronto.

Hard Lines.
They say he hadn't a penny when he married. How, then, has he managed to keep a wife?
He has kept her in suspense, probably.

Knockout Drops.
Dilzey. Did you buy that safety you were talking about last week?
Dilzey. I thought I did, but I guess they must have given me an unsafety. I've been tumbling off ever since.

The Expected Happens.
He was Claude.
She was Maude.
They married, but soon separated.
She was Maude.
He was Claude.
A climax anticipated.

Powder and Paint.
Miss Antique seems to be very reliable.
Yes; she never deserts her colors.

WILLIAMS' PINK PILLS & DRINKING.

Shortness of Breath, Coughs, and Colds.—Thousands of testimonials can be produced to prove the power possessed by these corrective remedies in cases of asthma, incipient consumption and all disorder of the chest and lungs. The Ointment was rubbed upon the chest and back, penetrating the skin, is absorbed and carried directly to the lungs, where in immediate contact with the whole mass of circulating blood, it neutralises or expels those impurities, which are the foundation of consumption, asthma, bronchitis, pneumonia, and similar complaints. On the appearance of the first consumptive symptoms the back and chest of the patient should be fomented with warm brine, dried with coarse cloth, and followed with Ointment well rubbed in. Its absorption may subside advancing symptoms, and the following aid.