THE T. EATON Co.,
(LIMITED)
CANADA'S GREATEST STORE
190 Yonge-Street, Toronto.

190 Yonge-st., Sept. 18, 1895.

New Linens:

Most people are casting a weather eye at the months ahead and thinking of the fun they're going to have in their own homes. You may have enjoyed the summer and all that, but one soon tires of "banging around" and no place seems quite as good as Toronto. We help along this conviction by selling home comforts and housekeeping helps at extremely low prices. We can afford to be liberal in this respect in order to get heads of families attached to the store. And there's no better place to begin than with brand new Linens.

The stock speaks for itself. We might have devoted this whole space to telling how big it is and how good it is, but these suggestions are much more practical and more in line with your way of thinking:

72-inch Heavy Bleached Scotch Damask, all new designs, special at	$ .65
72-inch Fine Bleached Damask, assorted patterns, special at	.60
72-inch Extra Fine Bleached Damask, assorted in large floral designs, special at (per yd.)	.85
10x19 Bleached Damask Napkins, assorted designs, special (per doz.)	1.00
8-4x8-10 Bleached Damask Cloths, hem-stitched, new patterns, special (each)	4.00
8-4x8-10 Bleached Damask Cloths, new patterns, special at (each).	2.50
8-4x3-4 Bleached Damask Napkins, assorted designs, No. 720, at	2.00
20x40 Bleached Huck Towels, guaranteed pure linen, colored ends, special at (each)	.10
21x42 Bleached Huck Towels, hem-stitched, 2 1-4-inch hem, special at (each)	.25
22x46 Bleached Huck and Damask Towels, hem-stitched, 2 1-4 inch hem, special (each)	.50
Fine Bleached Crash Towelling, red border only, guaranteed pure linen, 18 inches wide, special at (per yard)	.08
Glass Cloth, blue and red checks, 20 inches wide, special at (per yard)	.05

We buy Linens as few stores anywhere know how to buy. We don't have to take just what we can get; passed that stage years ago. Manufacturers are as anxious to get our trade as we are to get yours, and no one gets nearer than we to the actual cost of production. In housekeeping Linens and Cottons of every grade this store has no equal, and those who believe that fare better than those who don't.

Ready-Made Sheets and Pillow Cases a Specialty.

THE T. EATON CO.
LIMITED,
190 YONGE ST. - TORONTO, ONT.

Care of the Wheel.

Cyclists do not always seem to realize how much the durability of a bicycle depends upon the care which it receives. By this I mean not only keeping it clean, which is necessary for appearance sake, anyway, but the using of some judgment as to the way in which it is ridden. Just as on horseback, a heavy woman, if she rides well, will not tire her mount so quickly as a lighter, inexperienced one, so an expert cyclist brings far less train upon the machine than a careless rider, whose weight may not be nearly so great. If you have a rough piece of road to traverse, car tracks to cross, or come to any place where the riding is at all bad, do not rest your dead weight in the saddle, but rise a little and ease your machine, bearing harder than usual upon the pedals. Careful riding does not imply a slow pace. Those who make very fast time are often the most prudent and watchful cyclists. The outlook for obstacles becomes habitual, almost automatic, after a while, and saves much hard wear and many a break down.

It is a rare thing to find a woman who understand how to use the implements which she finds in her bicycle tool bag. She is often very punctilious about carrying it with her on her rides, but if anything breaks down it might as well be at home for all she would be able to accomplish with it. Her idea is that there will probably be some kind person around who understands such things to whom she can appeal for help. But this is not always the case, and she might find herself in a situation where a little knowledge of her own would be very valuable. If she has no one in the family who can explain to her the uses of the several tools, the information could easily be obtained at any bicycle store.—Harper's Weekly.

Not Particular.

Mistrees (to cook)—Your name, Mary, and my daughter's being the same, makes matters somewhat confusing. Now, how do you like, say, the name of Bridget?

Cook—Sure mum, it's not me that's particular. I'm willing to call the young lady anything you like.—Tit-Bits.

When all other corn preparations fail, try Holloway's Corn Cure. No pain whatever, and no inconvenience in using it.

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No. 13 Arcade, James-street north.
H. E. SAYERS, District Agent.

DUTIES OF THE EXPERT.

An impression seems to be prevalent among many citizens that Mr. Mansergh is to be brought here to give an expert opinion merely on our Engineer's tunnel scheme. As we understand, the resolution that was passed by the Board of Works and the intent of the committee that passed that resolution, this will only be a limited part of the duties Mr. Mansergh will be called upon to perform. There are quite a few citizens and local engineers besides, who share the opinion of Ald. Davies in the letter which appeared in The World yesterday morning to the effect that the present system could be repaired and improved so as to make it an almost perfect medium for conveying water form the lake to the pumping well. Whether a steel pipe or a cast iron pipe can be made perfectly tight and laid across the bay and Island so as to keep in position and remain water tight while in position, is a mechanical question which we will expect Mr. Mansergh to give us an opinion upon. Mr. Keating apparently has not much faith in this solution of the difficulty. Part of his project involves the laying of a steel pipe from the intake to a point near Hanlan's where it meets the tunnel. If such a pipe is a good mechanical arrangement for half the distance, why should it not be equally good for the whole distance? Mr. L. J. Clarke, who has given this feature of our water works system special attention, maintains that a good job can be made of steel or cast iron pipes; that the only trouble in the past has arisen through the work being imperfectly performed and that if the pipes were laid in a workmanlike manner, they would be absolutely water tight and arrangements could easily be made for keeping them free from sand. It is just possible that Mr. Mansergh may tell us that a satisfactory job can be made by means of the pipes. If so there is no reason why such a suggestion could not be adopted and in that event his fee of $15,000 would cetainly have been well invested.

On the other hand, even though the present system should be improved so as to work satisfactorily, it is a question whether it would not be better to construct what is on all hands admitted to be the better of the two, a capacious tunnel which we know cannot rise and which cannot be choaked with sand. Whichever scheme may be adopted, the building of a new five-foot steel pipe from the lake to Hanlan's crib is essential. The difference in the expenses involved in the two systems will be the construction of the tunnel proper. Even if this should amount to $300,000, which seems to be the outside figure, the interest on the capital invested would not exceed $10,000. If it turns out that the only question involved in the two systems is one of expense, would it not be advisable to build the more satisfactory one when the annual charge is not a very large one?

Besides these two projects, Mr. Mansergh ought to be called upon to give his judgement on the project for placing the pumping station at Scaboro Heights; and he will no doubt be able to size up the Lake Simcoe project during the month which he is supposed to spend here. The citizens at large are not qualified to decide this water works problem themselves. In the end we must rely on the judgment of some one who has made the construction of water works his particular study and business. What the citizens of Toronto should do is to select the one who is best qualified to give them advice. Mr. Mangergh, we take it, is best qualified in this respect, both because he has had a larger and more extended experience than any of our local men, and because he is not prejudiced in favor of any of the projects that are being advocated by different individuals.

THE MANITOBA SCHOOLS.

Mr. F. C. Wade, a well-known Winnipeg barrister, is issuing a pamphlet on the Manitoba school question that invests the subject with a new interest to the people of Ontario. The first three chapters of the pamphlet are alread published. After reviewing the development of the schools prior to 1871, Mr. Wade refers to the fact that in that year a system of schools was established by the Provincial Legislature, then holding its first session. A Board of Education for the Province was appointed, one-half of whom were Catholics and the other half Protestants. The board was divided into two sections, with one superintendent of the Protestant and one of the Catholic schools. The Catholic section had full control of the education connected with the separate schools down to 1890. That this control was absolute may be gathered from the fact that in 1879 a resolution was passed by the Roman Catholic section to the effect that teachers' certificates would be granted only on the recommendation of the ecclesiastical authorities. The Roman Catholic section of the Board of Education, having assumed the duty connected with the education of the Roman Catholic children of the province, they naturally must be held responsible for such education. The creation of rights and duties implies responsibilities, and we take it to be a good constitutional argument to hold that the Provincial Legislature which invested the board with these rights and duties was well within its jurisdiction in reviewing the conduct of the board and in altering, or even abolishing the system if it found the system working adversely to the public welfare. Investigating the Separate schools from 1871 to 1890, Mr. Wade cites numerous facts to show that the schools were thoroughly inefficient from an educational point of view; that the absolute control of the schools was exercised by the Roman Catholic priesthood and that the pupils were completely immersed in Roman Catholic ideas and influences; that French ideas and aspirations were developed to the almost entire exclusion of those that are British. If the Catholic School Board abuse their trust, as the facts show they did, the Provincial Legislature was surely justified in stepping in and putting the school system on a proper basis.

CANADA'S INTEREST IN THE CONVENTION.

There is no question that has a closer relation to immigration generally and to the settlement of Manitoba and the Northwest in particular, than that of freight rates and transportation. The saving of five or ten cents a bushel in freight rates may make all the difference between success and failure with the farmers of Manitoba. And in regard to this question of freight and transportation, there is nothing that would effect it so extensively as the construction of a deep waterway from the head of the great lakes to tide water. This question will be discussed in all its aspects at the International Convention that opens in Cleveland on the 24th of this month. A reference to the letter of the President in another column shows us that the question, with all its side issues, is to be handled very exhaustively. The convention promises to be more successful than any that have yet been held. We believe the Cleveland convention is going to be a big success. The program is extensive and varied and will be participated in by a great array of men of experience and eminence in their particular callings. After the holding of the convention in Cleveland the Deep Waterways question is bound to assume a much more formidable attitude both in this country and in the United States. The people of the western and northwestern states are vitally interested in the construction of a ship canal to the ocean, and our own northwestern provinces have an equal interest in it. But one hundred miles of existing waterways have to be improved in order to furnish us with a clear way for ocean vessels from Port Arthur and Duluth and the other lake ports to the ocean. The construction of such a waterway means the cutting in half of freight rates from the far west. In this way it will be seen that the convention has a vital interest for Canadians. It is to be hoped that the various public bodies of this country will see the importance of being represented at the convention and that Canada will send a contingent worthy of the event. We are quite certain that every State in the union bordering on the Great Lakes, or whose railways are tributary to them, will be represented at Cleveland.

The Deep Waterways Convention.

Editor World: You will have seen by the invitation which you have received that preparations are well advanced for the approaching first convention to be held under the auspices of the International Deep Waterways' Association at Cleveland, Ohio, commencing on the 24th of this month.

The program has been carefully prepared by the Executive of the association, with the view to an interesting, and perhaps influential discussion at the meeting; also with the further view of accumulating the materials for a volume, which will cover the many subject matters, more or less, directly connected with the question of the improvement and use of the great waterways systems of this continent; so that the resulting volume may hereafter form a book of reference upon the subject.

Everything promises a most important and interesting meeting. Each of the long list of subjects, mentioned in the circular of invitation, will be presented for discussion by an authority in that particular department. Several of the principal universities of the United States will be represented in the list of papers; also members of the engineering profession, the great shipmasters, and men eminent for their success and ability in the commercial world, will take parts of the program, for which their particular experience has qualified them.

The following list speaks for itself:

1. International Committee and co-operation—Annual address of President O. A. Howland, M.L.A., Toronto.
2. Historical and critical statement of the deep water movement—Report of the executive secretary, Hon. Frank A. Flower, Superior, Wis.
3. Economics of deep water transportation—Hon. F. W. Wheeler, shipbuilder, Bay City, Mich.
4. Ultimate effect of deep water from the great lakes to the sea on
   A. The development of our mineral resources, Charles Richard Van Hise, Ph. D., professor geology, University Wisconsin.
   B. Domestic iron mining, Hon. Martin Pattison, owner of the Vermilion Range Bessemer Mines, Superior, Wis.
   C. Iron and steel manufacturing, Arthur J. Moxham, president of the Johnson Iron and Steel Company, Lorraine, and Cleveland, O., and Johnstown, Pa.,
   D. Domestic lumber and timber trade, Richard R. Dobell of Dobell, Beckett & Co., Quebec, and Richard R. Dobell & Co., London, timber exporters, Quebec; also A. L. Crocker, President Minneapolis Board of Trade and chairman of Executive Board, I. D.W.A., Minneapolis.
   E. The grain and flour business, Lewis R. Hurd, general manager of the Daisy Milling Company, Superior and Milwaukee, Wis., West Superior, Wis.
   F. Agricultural Interests, Hon. Henry C. Hansbrough, United States Senator from North Dakota, Devil's Lake.
   G. Domestic Shipbuilding, George Tunell, Fellow in Economics, University of Chicago, Albert Lea, Minn.
   H. Railway Traffic and Earnings—Emory B. Johnson, Ph.D., Professor of Finance and Economy, Wharton School, University of Pennsylvania; also Richard Price Morgan, Railway Expert, Dwight, Ill.; also Lewis M. Haupt, A.M., C.E., canal and railway builder, Philadelphia.
   I. Lakeboard and Seaboard Cities—E. V. Smalley, President St. Paul Chamber of Commerce and proprietor Northwest Magazine, St. Paul.
5. Necessities and advantages of a ship canal from the great lakes to the sea—Denison B. Smith, secretary Toledo Produce Exchange, Toledo.
6. Volume and value of commerce tributary to an enlarged interior waterway—James Fisher, Q.C., M.L.A., Winnipeg.
7. New York and deep water to the great lakes—Dr. Albert Shaw, editor Review of Reviews; also Thomas C. Clark, C.E., of Great Britain, New York.
8. Western modes of cheaper bulk transportation—E. Rosewater, editor editor Omaha Bee, Omaha.
9. High sea rules and regulations on the Great Lakes—Captain John Swainson, editor Marine Record, Cleveland; also Lieut. George P. Blow, U.S.N., Chicago.
10. Regulation of the outflow and levels of the great lakes—George V. Wisner, C.E., Detroit.
11. Free and toll canals—Michigan University.
12. Comparative study of modern ship canals—Charles Francis, C.E., M.A.S.C.E., Davenport, Ia.
13. Pneumatic and hydraulic locks—Chauncey N. Dutton, C.E., general manager Maritime Canal of North America, Washington, D.C.
14. Is a type of vessel to navigate fresh and salt water practicable?—Joseph R. Oldham, N.A., M.E., Cleveland.
15. Modern methods of canal excavation—Isham Randolph, C.E., Chief Engineer Chicago Sanitary and Ship Canal, Chicago.
16. Cost, character and utility of existing great lakes, St. Lawrence and Champlain improvements—Engineer of the Dominion of Canada.
17. Government policy as to home and foreign canals—Harvey G. Goulder, attorney of the Lake Carriers' Association, Cleveland.
18. Effect of cheaper transportation upon civilization and Christianity—Archbishop John Ireland, St. Paul.
19. Basis of co-operation by the United States and Canada in canal construction and management—Hon. Frank A. Flower, Superior, Wis.
20. Ultimate development of water transportation—Lymen E. Cooley, C.E., trustee Chicago Sanitary and Ship Canal, Chicago.

I surely need not urge the interest it would seem every part of Canada has in the subject of the general improvement of the waterways, much of which lie through her own territory, and over all of which her own products will seek distribution.

Among the subjects which arise incidentally as fragments of this large program, one title ought to attract great atention at this time: 'The control of the levels of the great lakes," upon which the discussion will be introduced by a paper by George T. Wisner, C.E., of Detroit.

This is now a very live question. Public attention has been directed to it, in consequence, on one hand, of the recurrence of an extreme low water period, and on the other hand, by the prospect of still further withdrawals from the common reservoir, which will result upon completion of the proposed Chicago drainage canal.

Here is a subect in which every ship owner, and every port in the Dominion of Canada, east of Port Arthur, is more or less vitally interested. Great and novel questions of engineering remedies, and of international co-operation and control in connection with them, must surely arise. Canadian Boards of Trade and other public bodies ought to be represented in large numbers by engineers, merchants and public men, to watch and contribute to this and the other discussions of the convention.

Assurances have been received from the Governors of States, and civic and other authorities in the United States, which promise that the gathering will be in a very high sense, of a representative and prominent character. The State of Wisconsin, for instance, sends by appointment of the Governor, its whole senatorial and congressional delegation. Ohio is likewise represented as a state by many of its foremost men in public and business life. It is to be hoped that in the presence of such a gathering and in view of the interest Canada has in the subjects to be discussed, this country will be respectably represented.

May I not hope that the leading press of Canada will use its powerful influence in pressing upon all public bodies, and public men, that something is expected of thme at this juncture, in response to the invitations which have been widely issued.

O. A. HOWLAND,
President I.D.W.A.

Mr George Gooderham Will Fill the Bill.

Editor World: There are no two opinions on the water question. Our people must have pure water. There should be no necessity to discuss at the meal hour as to whether the water is pure or otherwise. Alderman Shaw, President of the Council, is in favor of having the advice of an Expert. Does he not remember the money expended on this question during the erratic reign of Mr. Howland, and, notwithstanding the enormous sums expended, the results were nil? No man can come to Toronto from other lands, but (must of course) be placed in the hands of others who are the custodians of plans, surmises and hydraulic suppositions, that may be correct or otherwise.

Now, Mr. Editor, we have practical men in Toronto, men above suspicion, who would give their services free, because they are interested in this great question, and are fully alive to this great water question; men who have lived in the neighborhood of the bay for over a half a century. There is Mr. George Gooderham—a more practical man in regard to this question does not exist. Indeed, I would rather take his opinion than this celebrated Englishman's, for he knows the waters of the bay, and the lake, for he has lived on them for the last 40 years. And then there is Sir Casimir Gzowski, and a dozen other good men well known to The World. The sum of $15,000 to be taken from the burdened taxpayers of Toronto does not meet with my approbation.

G. F. FRANKLAND.

German Learned in 30 Lessons.

This course of lessons offers the best possible way in the shortest time without labor, to acquire a practical knowledge of the German language, to speak, to read, and to write. It is original and novel in its results.

The teacher is a native of Germany and a graduate of the University of Berlin, and will furnish names and addresses of students in this city who have attended his classes. Applications received daily. Classes are now being formed. D. W. Livingstone, Room 43, Yonge-street Arcade.

Flogging in Russia.

Certain newspapers in Russia are protesting in a mild way against flogging as a penalty for non-payment of taxes by the peasantry and other offenses. The practice is a very common one in rural Russia, and there is a general belief among the intelligent classes that the peasant is not only indifferent to flogging but regards it as one of the pillars of the Russian social order. This assumption is warmly challenged by the papers referred to, the chief of which is Novosti, St. Petersburg. In support of its contention it publishes the views of an official who has lived for years among the peasants. He writes:

"To begin with, I am not aware of a single instance where flogging led to reformation, whereas in every village one can see men who had been industrious and law-abiding, but who have lost self-respect and the respect of others, through the degrading penalty of flogging. The feeling of humiliation and degradation deprived them of all incentive and ambition. Only the decent peasants are afraid of flogging, while the dregs of the peasantry would rather stand ten blows than be fined one rouble."

The fact that the peasants have so far submitted to flogging, the writer says, is explained by the lively recollections of the state of surfdom in which the old generation was brought up. Having lived under that system and its oppressions, this generation does not rebel against this survival; but the younger generation looks upon it with totally different feelings. Those especially who have attended school regard flogging as a great outrage, and when they are subjected to the humiliation the wrong is never effaced or forgotten.

Met Icebergs and Gales.

London, Sept. 17.—The British steamer Buenos Ayrean, Captain Vipond, from Montreal, which arrived at Glasgow Sept. 14, reports that on Sept. 6 in latitude 52N, longitude 54W, she sighted three large icebergs and several small ones. The British steamer Pharos, Captain Dusting, from Quebec, which arrived at Liverpool Sept. 14, and Traveler, Captain Jackson, from St. John, N.B., which arrived at Liverpool Sept. 13, reports having lost a portion of their deck loads during a gale on Sept. 8.

DO THEY PAY UNION WAGES?

AND DID CRUTTENDEN PUT IN INFERIOR MATERIAL?

A Lively Meeting of the Property Committee of the Public School Board—The Contractor of the Walls of Queen Victoria School Under Discussion.

A special meeting of the Property Committee of the Public School Board was held yesterday afternoon to investigate charges against Contractor Thomas Cruttenden of having placed an inferior quality of brick in the walls of Queen Victoria School. Trustee Hodgson presided and the others present were Trustees Baird, Douglas, J. Burns, Whitside, Hambly, W. S. Lee, Dr. Fraleigh, Dr. Gullen, Dr. Noble and Solicitor W. B. McMurich. Contractor Cruttenden was also in attendance and a number of witnesses were in the corridors.

After the Chairman had stated the purpose which the special meeting was called.

Straight Charge Against the Contractor.

Dr. Fraleigh rose and stated that he was in possession of evidence to the effect that Contractor Cruttenden had used inferior brick in the walls of Queen Victoria school after a certain quantity of brick had been condemned by the superintendent of buildings. After considerable discussion as to the mode to be pursued in the investigation, Mr. Cruttenden was asked if there was any grounds for the charges and he replied in the negative.

Superintendent Bishop stated that he had on two occasions ordered soft brick off the job and the superintendent said it had been removed.

The Story of Jabez.

Jabez Muntz, a bricklayer, who resided at 203 Claremont-street, had worked five weeks for Contractor Cruttenden on the Queen Victoria school. He said positively that the bricks used in the walls were of a most inferior quality and not at all according to the specifications. The superintendent of buildings had ordered poor brick off the job while Muntz was working there, and the witness said that some of the poor brick was afterwards used in the walls.

In answer to Dr. Fraleigh witness said that the inside wall had been built in a poor manner the main wall not being properly flushed up with mortar and that more than once he had heard the contractor tell the men to be sparing with the mortar. In reply to Dr. Noble witness said that he had had 35 years experience building and would say that the wall in question was unsound.

Dr. Fraleigh asked thewitness, in reference to a question of non-payment of union wages by the contractor, but the question was ruled out. Concluding, the witness said he had told Trustee Fraleigh of the poor quality of the brick while he was working on the job.

As Good as Usual.

John Allison, another bricklayer, who had worked for two weeks on the walls in question, said the brick was "fair," and as good as usually used on the inside walls of most buildings. On being questioned by Dr. Fraleigh witness said he would not call the wall a first-class one, although it was safe and would not fall down. Witness saw soft brick used after it had been ordered off the building, Contractor Cruttenden, when referring to the order for removal, saying "To h— with them."

Charles Howard, another bricklayer, who had worked two weeks on the job, and was present when the soft brick was ordered off said he saw at least two hods full of the condemned brick on the scaffold, although he did not think they were used in the building. Howard declared that the wall was certainly not built according to the specification.

The Contractor Explains.

Thomas Cruttenden, the contractor, said that exceptionally good brick was used, but admitted that some brick that may have been soft was taken from the old building and used on the inside of the new wall He considered they were good brick and had not made one extra cent, directly or indirectly, through using them. If soft bricks had been used it was not with his knowledge. Cruttenden said that he had trouble with the three former witnesses on the Saturday on which the men were paid previous to Civic Holiday. He asked them to work on the holiday, but the three got on the drunk and didn't turn up again for a week."

The Man Who Supplied the Brick.

Another witness was Mr. Bothwell, who supplied the contractor with brick. He said that they were of good quality, but that 3000 had been returned as unfit for the building.

"What was done with them?" asked Trustee Douglas.

"They were taken to another building in Parkdale." (Laughter).

Several other men, who had worked on the building, said that the wall was perfectly safe, some testifying that the work was according to the specifications, which calls for the whole of the walls colored pink tint on the elevation are to be built of good hard-burned stock bricks, laid in good mortar, composed of well-burnt lime and clean, sharp sand.

Other witnesses said the wall was a good job, but that it was certainly not built strictly according to the specifications.

An Architect to Examine.

On the closing of the evidence Dr. Spence moved, seconded by W. S. Lee, that the work in question be examined by Architect J. W. Sibball, the motion carrying after some discussion. The wall will be broken at the places where the quality of the work is in question and Mr. Sibball will report to the committee.

It was understood that the men who informed Dr. Fraleigh of the way in which the work was being done were not receiving the regular union rate of wages and also that other contractors are not complying with the condition of the contract, which calls for the payment of union wages to all men employed on the work. Superintendent of Buildings Bishop will meet any men who have complaints to make, at the school board office on Saturday afternoon, at 2 o'clock.

If a flowering plant does not blossom, there's little beauty in it. If it is sick and faded and withered and lifeless, nobody cares for it. It falls short of its object in being. It is incomplete—unfinished.

Times without number women have been likened to flowers—and rightly. But what of her whose physical condition corresponds with the blossomless plant? What of the woman whom weakness has made not wholly and wholesomely a woman? Many things lead to derangement of a woman's delicate organism. It may be due to carelessness. It may be due to ignorance fostered by mistaken parents on the plea of preserving modesty.

It may result from improper treatment of some minor trouble. Whatever sickness a woman has, it seems always to affect the organs which make her a woman and these in turn work upon all the rest. There is much insanity among women. It is really surprising that there is not more.

The troubles peculiar to their sex work strongly on the nerves. They drag upon the most delicate nerves in the body and the inflammation always present causes a debilitating drain that will enervate the most robust.

Dr. Pierce's Favorite Prescription has brought comfort and health to thousands of suffering women. For many years, Dr. Pierce has been Chief Consulting Physician at the Invalids' Hotel and Surgical Institute at Buffalo, N. Y. He has used the "Favorite Prescription" all the time, with uniform success. With it, there is no need of the commonly insisted upon distressing examinations and "local treatment." Ten cents sent to World's Dispensary Medical Association, will bring a book of 168 pages, sealed in a plain envelope.

How One Should Shake Hands.

Few of those who shake the hands of public men on occasions of receptions held in their honor realize the effect of this process if long continued upon the person who submits to it. Inquiry of them would often elicit the fact that there were swollen hands or strained muscles and badly afflicted nerves as its result. President Polk had an experience of this kind which led him to study into the art of shaking hands, for is own protection, and this is his conclusion with regard to it, set down in his private diary: "If a man surrendered his hand to be shaken by one horizontially, by another perpindicularly, and by another with a strong grip, he could not fail to suffer from it; but if he would shake and not be shaken, grip and not be gripped, taking care always to squeeze the hand of his adversary as hard as the adversary squeezed him, he would suffer no inconvenience from it. I can generally anticipate a strong grip from a stronger man, and I then take advantage of him, by being quicker than he, and seizing him by the tip of his fingers." This has the obvious advantage of demonstrating cordiality on the part of those who thus heartily grasp hands held out to them.—Boston Herald.

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Valuable Heintzman Pianoforte (cost $600), by Heintzman; best quality of Wilton carpets (throughout house); drawing room suites, gasaliers, massive B.W. sideboard (with table to match); dinner, tea and breakfast services, dinner wagon, valuable oil paintings and water colors, heavy Turkish and other curtains, elegant black walnut bedroom sett (cost $280), black walnut and other setts, fine hair mattrasses, sewing machine (in first-class order), couches, chairs, and easy chairs, refrigerator (almost new), hose, lawn mower, Duchess Range, gas range, etc., To-morrow, at 11 o'clock, at No. 1 A Harbord-street, near St. George-street.
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