asy to Take asy to Operate

have taken a pill till it is all over." 25c. C. I. Hood & Co., Proprietors, Lowell, Mass. The only pills to take with Hood's Sarsaparille

Commercial.

Local Mark	ot.
(Reported by A. M. Hai	milton & Son.)
London, Thursd	lay, Nov. 5.
Wheat, per bu	
Oats, per bu	19c to 24c
Peas, per bu	38c to 43 3-4c
Corn, per bu	32c to 34c
Buckwheat, per bu	24c to 26c
Rye, per bu	25c to 30c
Barley, per bu	20c to 29e
Beans, per bu	50c to 65c

The session today was a quiet one, Receipts of everything were light, owing to the rain. No change occurred in values anything but oats. New oats had a much wider range, selling from 55c to 68c; old, at 70c. Hay was slow at \$7 50 to \$8 50. General values, as follows:

GRAIN.		
Wheat, white per 100 lba 127	to 1	33
W neat. red. per 100 lbs 1 27	to 1	33
Wheat, spring, per 100 lbs 1 27		33
Uats. per 100 lbs	to	70
Peas, per 100 lbs 60	0.1	72
Corn. per 100 ibs	10	70
Barley, per 100 lbs	to	65
Mye. Der 100 lbs	to	53
Beans, bu	to	60
Back wheat. per 100 lbs 50	to	55
PROVISIONS.		-
	to	17.
Cheese, peri b 9	to	10
	to	18
	ta	17
	to	15
	to	16
	te	15
Butter, per lb. large rolls or		19
crocks 12	to	14
Butter, per lb. tubs or firkins 8	to	12
	to	9
MEAT. HIDES, ETC.		
Beef, quarters, per lb		53
	to	6
	to	- 7
Lamb, quarter	to	8
Dressed hogs, 100 lb 5 00		25
		50
Hides, No. 1, per lb	to	5
Hides. No. 2. per lb	to	4
Hides, No. 3 per lb 3	to	3 5
Calfskinsgreen 5 t	0	
Calfskins. dry, each 25	to	zá
Sheepskins, each 50	to	50
Lambshins. each 50	to	50
Wool, per lb	to	18
Tallow, rendered, per lb 3	to	3
allow, rough, per lb	to .	11
HAY AND REED		238
Hay per ton 7 50	to 8	50

BREAKFAST CEREALS Our stock of Oats, Corn and Wheat Products is always up to the mark. We buy only the best, consequently our goods are sure to please. Try us.

A. M. HAMILTON & SON. 373 Talbot Street. Phone 662.

The Oil Markets. Petrolea. Nov. 5.—Oil opened and closed at \$1.50 today.

English Markets. (Beerbohm's Report by Cable.)

Liverpool. Nov. 5-12:45 p.m. Wheat—Spot quiet; demand poor, futures quiet; near positions 4d higher and distant po-Corn-Spot quiet; futures quiet; near and distant positions unchanged.

Bacon—Dull; demand poor; Cumberland cut. 28 to 30 lbs. 32s; short ribs. 20 to 24 lbs. 29s 6d; short clear backs, light, 18 lbs. 28s 6d; 6d: snort clear middles, heavy. 45 to 50 lbs. 25s; long clear light, 35 to 38 lbs, 30s 6d; long clear heavy. 40 to 45 lbs, 29s 6d; clear bellies, 14 to 16 lbs, nom.

4 to 16 ibs. nom.

Shoulders—Square. 12 to 18 ibs. 30s 6d.

Hams—Short cut. 14 to 16 ibs. 48s.

Tallew—Fine North American. 20s 3d.

Beef—Extra India mess, 52s 6d; prime mess,

Pork-Prime mess, fine western, 50s medium western, 42s 6d. Lard-Steady; prime western, 233 3d; refined, in pails, 268.
Cheese - Firm: demand moderate: finest American white (Sept.), 51s: finest American colored (Sept.), 51s.

Butter-Finest United States, 98s; good, 60s.

Turpentine spirits—21s 6d.

Ros:n. common—16s, Cotton seed oil—Liverpool refined, 17s, Linseed oil—17s 6d. Petroleum—Refined, 6jd.

Refrigerator deef-Forequarter, 32d; hind eaching powder-Hardwood, f. o. b., Liver pool, £7. Hops-At London (Pacific coast). £3 5s.

American Produce Markets. BRITISH WHEAT MARKET. London, Nov. 5.—Business at the Baltic opened quieter on American and Liverpool declines. Cargoes of American wheat were offered at 6d

CHICAGO. result would be as it is have been buying wheat on the assumption that the rise must necessarily follow. As late as Monday several lines were purply. lines were purchased with this in view. Liverpool had the news before that market opened.

As Mr. Alexander McFalls and James nool had the news before that market opened, and pushed prices up 2id on the information. The curb, or unofficial, price here was 3c to 3ic over Monday's close, but a reaction of he to 1c occurred before the regular market opened. At the start offerings were very free, and a further break of 1c resulted. Afterwards the market was rather nervous, advancing to the best figures of the session after noon, but finally reacting and closing near the inside. Closing continental cables were irregular. Berlin showed an advance of 4kc marks, but prices from Paris were slightly lower to slightly higher. Antwerp was unchanged. December wheat opened from 77c to 77%; sold between 77% and 76%c, closing at 76%c—lic to 1%c higher than Monday. Cash wheat was 4c to 2c higher. Corn closed %c to ic

Sickness Comes

Then the birds fed COT-TAM'S Seed with patent Bird Bread stand ten chances of pulling through to one chance of those fed other-wise. It's not what a bird wants but what it needs

wants, but what it needs Wants, but what it needs.

BE SURE "BART COTTAM & Co., London," is on each label, and patent Bird Bread patent B. B. and Sanitary Perch Iolder. with Beak Sharpener inside. Sold everywhere, luc. Read Cottam's new illustrated "Book on Birds." Post free 25c and this ad

You May Have Heard

such expressions as "The overcoat is a good one, but the collar doesn't fit right," or "The coat wrinkles in the back." We make a study of these little wrinkles and avoid them. A good fit is guaranteed by us. See our excellent range of goods in all qualities.

Corner Richmond and Carling Streets, yet Use Kur-a-Kof, the cough and cold cure, 25c, at Anderson & Nelles' Drug Store.

ic; May. 28ic. Oats-No. 2 Nov., 18ic; Dec., 18ic; May, 21ic to

Are the New Bridges On the

London Now the Possessor of a Splendid Railway.

Interesting Report of the Improve-ments by Mr. C. F. Hanson.

Chicago, Nov. 5.—Opening-Wheat,

Dec., 75 3-4c; May, 80 1-2c; corn, Dec., 25c; May, 28 1-2c; Oats, May, 21 3-4c; pork, Jan., \$7 35; Lard, Jan., \$4 37; May, \$4 62; ribs, Jan., \$3 92.

Live Stock Markets.

demand for sheep for shipment, and

The Apple Market.

THE APPLE TRADE.

Hamburg, Nov. 2.-Messrs. Lutton &

Son cable: Al Baldwins, 12s. Pros-

Glasgow and London-No cables to-

ing Oct. 31 are as follows: To Liv-

rom an extensive tour of the Ontario

Peninsula, and reports that the much-

nine cases out of ten the grades of

apples suited for shipping, when ac-

tually picked, diminish about two-

Stratford Beacon: Messrs. Ballan-

and picking by Mr. Joseph Rankin.

anything but the best.

blacksmith shop in Belmont.

Camp Lochinvar, Sons of Scotland.

Rev. Mr. Wickett, London, will oc-

odist Church next Sabbath morning.

ing on the floor of the dwelling.

the bride, acted in the capacity of

Piles! Piles! Itching Piles!

The only permanent cure for chron-

proves successful when all other treat-ment has failed to relieve the sufferer.

popularity of the bride.

market is steady for good fruit.

prices rule steady.

various, 2,687.

The New Bridges Minutely Described -Reminiscences of the Road's Early Days-Revolution in the Use and Price of Steel.

Live Stock Markets.

EAST BUFFALO.

East Buffalo, Nov. 4.—Cattle—Receipts 2 cars. Market firm. Butchers, \$3 50 to \$3 90; western, \$335 to \$3 60.
Hogs—Receipts 52 cars. Market firm. Yorkers, \$3 70 to \$3 75; extra, \$3 80; mixed packers, \$3 55 to \$3 65; heavy, \$3 50 to \$3 60; roughs, \$3 to \$3 20; stage, \$2 25 to \$2 75.
Sheep and Lambs—Receipts 20 cars. Market steady. Prime lambs, \$4 50 to \$4 75; fair to good, \$4 20 to \$4 50; culls and common, \$3 25 to \$3 75; good to choice mixed sheep, \$3 to \$3 40; culls and common; \$1 50 to \$2 15.

At the close: Cattle firm. Hogs steady. Sheep and lambs easy.

NEW YORK. At the close: Cattle firm. Hogs steady. Sheep and lambs easy.

New York, Nov. 4.—Receipts of beeves 768 head; steers were in good demand and active, at an advance of 10c on all but common grades; poorest to best native steers, \$34 to \$4 76; Texans, \$3 60; stags and oxen, \$2.35 to \$4 65; bulls, \$1 80 to \$2.75; dry cows. \$11 0 to \$2 10; dressed beef steady, at \$6 to \$6 for poor to prime native sides.

Cables from London and Liverpool quoted American steers at 10c to 11c, dressed weight. American refrigerated beef, 75 to \$4 85; American refrigerated beef, 75 to \$4 85; camerican asheep at \$5 to \$9.0, dressed weight. Receipts of calves 1,400; market ic to ic advance on all sorts. Poor to prime veals, \$4 to \$7 50; a few choice, \$5 75 to \$4 85; grassers. \$2 50 to \$5 125; dressed mutton, \$6 to 66; dressed lambs, 70 to \$15 common to choice lambs, \$4 25 to \$5 125; dressed mutton, \$6 to 66; dressed lambs, 70 50; a few choice, \$6 75,500; firm at \$3.70 to \$5 15 to \$6 124; dressed mutton, \$6 to 66; dressed lambs, 70 50; firm at \$3.70 to \$5 15 to \$6 124; dressed mutton, \$6 to 66 to \$6 for post of calves firm.

MONTEPLAT.

Will be found very interesting, and will show convincingly that the corporation has had splendid value for the money. It will also show that London is the country—an asset the owner of one of the best railway properties in the country—an asset that can hardly be measured in dollars and cents. Mr. Hanson, who is a very able man, was mechanical superintendent of the L. and P. S. R. in its earlier days, and is familiar with every mile of it. His report is as follows:

"At your request, I have jotted down a few items as to the past and present condition of the track and bridges of the various routes, many of them of the various routes, many of them of the various routes, many of them of the various routes, many of the v

during the present year. "The substitution of steel bridges of

the most modern and substantial type Montreal, Nov. 4.-Now that the live for the wooden ones that have done stock export season is drawing to a service in the past, cannot fail in givclose, and all the ocean freight space has been engaged, things generally are moving along quietly. Cable advices "When this railway was opened in report the market quiet and steady, with the account and steady, last week being maintained.

On snot there is advices advices "When this railway was opened in 1856, the only parts of the road that could be said even approximately to be complete.

On spot there is nothing doing in bankments ought to have been 14 feet export cattle; very few really choice wide on the top, but did not average beeves are offered on this market for sale. There continues to be a fair were the sides of the cuts. The earth consequently was constantly sliding down onto the tracks in the cuts, and away from the ties on the banks, leaving them with little support. Many Mr. Arthur B. Fowler, of this city, parts of the banks were constantly has received the following cables:
Liverpool, Nov. 2.—Messrs. Simons,
Shuttleworth & Co. cable: No change cially during the first two years, and bank near St. Thomas was very faulty angle desired, in this respect, and not until about

he Montreal shipments for week erpool, 22,102; to Glasgow, 20,679; to long, 1,300 cubic feet of earth and Hamburg, 4,500; to London, 1,800; to gravel was swallowed up, together with ten carloads of brush, very much to the benefit of the owner of the farm it was on, the earth and sludge in any structure. The form and arrangement of the various parts of bridges or viaducts was at least of when the force of the cyclones, which CANADIAN APPLES IN ENGLAND. Toronto News: James Cole, an experienced apple buyer for the home and "To use a well-known saying, but somewhat modified, 'Vigilance is the English markets, has just returned price of safety'-at that time more especially-the freedom from casualvaunted apple crop falls far below what is represented. He states that in constant habit of all on the road.

A SOURCE OF DANGER. "One source of danger was the practice of some farmers of allowing their

thirds of what is represented, which may be taken as an indication in the cattle and horses to graze on the railway, claiming that the railway was public property, and that theretyne & Sons have shipped about 1,800 fore they were within their rights in barrels of apples to Manchester so far so doing; but learning by experience this season. The last reported sales that it was 'bad for the coo' to collide were at 12 shillings. This good price is the result of the careful selecting ly ceased. with an engine, the practice gradual-"The bridges were built wholly of

Several thousand barrels were sold in London the same day at less than 6 The timber, and were very lan sood; they timber, and were very fair structures. and is likely to increase. Thirty very truly, shillings, which would hardly pay the were strong enough for heavier traffic freight. With apples so plentiful it than any they were subjected to. One does not pay to ship to Great Britain of them, however, had a bad name Oliver Twist, want more. given to it very early. About six months after the road was opened, a oridge by a number of persons, who in a very excited manner said the bridge was falling. The north end these facts into consideration, and the Hugh McCollum has opened up a was down more than a foot. Exam- necessity of being abreast with the ination showed that the ground had settled, and the end of the stringers Belmont, intend holding a concert on was nearly three inches below level at road, have had steel bridges of the that end, and two small braces were loose. A half hour's work put all right place of the timber ones on their line cupy the pulpit of the Belmont Methagain, and trains could go on as usual; but that bridge never recovered its Joseph Thompson, of Biddulph, who character for stability, as we had frehad the misfortune to have his leg Chicago, Nov. 4.—In the event of McKinley's election a boom in wheat was predicted, and for weeks those who were confident that the quent reasons to know. There were lege of engineers, that the timbers A rather serious accident occurred on con. 2, Biddulph, Monday night. were too light, four of them being 10 by 12 inches, and two others 12 by 12 inches. When the Canada Southern was built they put up bridges 15 and 20 feet higher, the posts of which were only 8 inches square. When this was pointed out to some of the more blatant of these croakers they looked very wise. "Others there were who were under

the impression that the bridges had never been renewed. One such came when the Mill Creek bridge was near its completion, and they were hauling some of the old timbers out. He began to congratulate himself and everybody else that that old rotten thing bride was assisted by Miss Maggie Turnbull and R. G. Rose, brother of was done away with. It had stood there too long, he said, and ought to have been taken out years before. In answer to a question, he said, 'Yes, best man. The presents were numer-ous and costly, and testify to the that is the same bridge that was here at the opening of the road.' He was very incredulous when told that the bridge then being removed had stood less than thirteen years, and the stringers less than half the time, hav-SYMPTOMS-Moisture; intense itching and stinging, mostly at night; worse by scratching. If allowed to continue, tumors form, which often bleed and ulcerate, becoming very ing been entirely renewed, and that, further, it was the third timber bridge which had been erected there for the railway, and as to the rottenness, he sore. Swayne's Ointment stops the itching and bleeding, heals ulceration, was asked to look at the timbers and point it out. Yet this man had resided less than a quarter of a mile and in most cases removes the tum-ors, All druggists, or by mail, 50 cents. Dr. Swayne & Son, Philadel-phia. Lyman Sons & Co., Montreal. from the bridge for years. In fact, general state of the timber was such that the parties who bought it cut much of it into boards and scant-The Ceylon yellow silk spider has a body that weighs nine ounces. ling, and made handsome profits in selling it. No railway company can afford to let any

ic catarrh is to thoroughly expel the poison from the system by the faithful and persistent use of Ayer's Sarsaparilla. This wonderful remedy TIMBER BRIDGE STAND ther is there any employe that will not look very sharply after any defect which imperils his life or limbs.

"The defects of the track were remained bounds.

"Mill Creek is 70 feet high; has 16 spans, none exceeding 36 feet; is 544 feet long—the columns resting on stone and concrete as at Math." fect which imperils his life or limbs.

"The defects of the track were remedied as rapidly as the means available and opportunity would allow, but of the track were remedied as rapidly as the means available and opportunity would allow, but of the track were remedied as rapidly as the means available and opportunity would allow, but of the track were remedied as rapidly as the means available and opportunity would allow, but of the track were remedied as rapidly as the means available and opportunity would allow, but of the track were remedied as a track the track were remedied as rapidly as the means available and opportunity would allow, but of the track were remedied as rapidly as the means available and opportunity would allow, but of the track were remedied as rapidly as the means available and opportunity would allow, but of the track were remedied as rapidly as the means available and opportunity would allow, but of the track were remedied as rapidly as the means available and track were remedied as a track that the track that the track were remedied as a track that the track were remedied as a track that the track w

the very strictest economy had to be exercise. At that early period only fron rails could be obtained, and of much shorter lengths than can be obtained now. Twenty-eight feet was an extraordinary length, and 15 feet a very common length, and the exigencies of service frequently brought much shorter lengths than that into frequent use, not only on the L and P. frequent use, not only on the L. and P. S. R., but on other lines also. These short lengths added not only to the difficulty of maintenance, but of cost also, as the duration of iron rails is much less than that of attachment that into frequency in the control of the less than that of attachment that into frequency in the control of the less than that of attachment that into frequency in the less than t much less than that of steel, and the fron rails cost more than steel ones

iron rails cost more than steel ones now.

"The company were fortunate in their engines. They had two, both first-class in every respect, and when new were resplendent in paint and polish. They had the portraits of the two well-known and respected cittzens whose names each bore—Laurence Lawrason and Murray Anderson, president and vice-president of the company. Each had run nearly 500,000 miles when the road passed into 000 miles when the road passed into the hands of the Great Western of Canada. The Lawrason was then sold to the Northern Railway, running out of Toronto, and was in use on that read until the guage of that road was changed about fifteen years after.

should have great stability and dura-bility, in all places and all climates. Iron and steel were evidently the best materials, but the cost 30 years ago was a most serious drawback. Most opportunely great improvements have been made in the manufacture of these metals, but more especially of steel. Bessemer and Selmans led the way, and their methods were carried on and

improved by many others.

"Fortunately these improvements carried with them the very desirable conditions of quantity, quality and cheapness, so that steel which in 1870 cost 14 cents per pound can now be bought for 4 cents, and steel rails which then cost \$120 per ton can now be bought for \$30. "The greater tensile strength of steel over that of iron, combined with the spans. The longest span is 36 feet. ability of making it of any degree of Weight, 122,193 pounds.

toughness required, so that it could | PLACED IT AT THE HEAD 3,000 cubic yards of earth had been of all other material for bridges for pair practically becomes one girder. dumped upon it, and the culvert under railway purposes. The adoption of it lengthened about 30 feet, was the steel for this purpose turned the attention of engineers to the best modes stability of using it, and this has become to a minster, a place only about 40 yards large extent a special study. It is evident that quantity and quality are that they may by any possibility be not the only factors to be considered subjected to, present the least possible

> equal importance, and must be very at times visit this continent are taken carefully calculated; hence we have as into account.
>
> a result of careful experiment and "All these bridges have been so much strain from wind pressure.

miles per hour was called a very high speed; now double that is no novelty, and yet the traveling public, like "This increase in the weight and speed of the rolling stock necessitates construction train coming north was more substantial road beds, heavier signalled to stop when near Mill Creek rails and stronger bridges. The executive of the L. and P. S. R., or, as it is called, the L. E. and D. R. R., taking times, and also of giving every assurance of safety to the patrons of the most modern construction built in the of road, and that they may be ready for any increase in weight and speed, have

HAD THEM BUILT STRONGER than those of the neighboring lines, being required as a test to carry a train averaging 4,000 pounds per lineal foot of their length, which is 140,000 pounds in the length of a freight last week. car, and 240,000 pounds on the length of a passenger car. The weight of a modern freight car with full load does not exceed 85,000 pounds, and of a passenger coach less than 60,000 pounds. We may well call that a very good margin for safety.

"The bridges crossing the Thames in London and the Kettle Creek at Port Stanley were built of steel several years ago. They have been raised and greatly strengthened. Dinmond's Creek, six miles south of London, is crossed by steel girders 55 feet long and 5 feet deep, set on stone abutments. The tles are of Georgia pine 15 feet long, 12 inches deep, by 8 inches wide, set 3 inches apart and held in place by bond timbers 8 inches square, fitted to the ties and bolted to them. All the bridges are decked in the same manner. The two girders of this bridge weigh 31,589 pounds.

"Kettle Creek bridge is 65 feet high and 599 feet long, and has 16 spans. The one over the creek has a truss girder 85 feet long. None of the others exceed 36 feet. The ends of the bridge rest on stone abutments; the body of the bridge is carried on steel columns. built of angle-plate, each connected to the other by lattice bars a foot apart, and every four columns are connected thrust braces, built and latticed like the columns. To these are attached diagonal tension bars, binding all together and giving great rigidity to the whole. Each column rests on a concrete pier capped with stone. The metal in the bridge weighs 465,888

一人工作者 本在中心

Those who are looking for fashionable things in Hats, Bonnets and Millinery in general should consult with our expert Milliner. We not only have a staff of experienced artists, but we have a stock that enables them to show their ability. Good material is an essential to style, and without good material our expert milliners could not give the universa satisfaction they are constantly furnishing to patrons. We do the Mil linery business for London, and have the best arranged and most con venient department in Western Ontario.

TURBANS.

Brown, navy, black, green, styli hly trimmed, all ready to wear, at \$2 50. Untrimmed, in the same colors, 50c. Very popular; in fact, the most popular hat of today.

WALKING HATS.

Brown, green, black, cardinal, navy, white, trimmed all ready for use, at 50c and up. Better quality in camel's hair goods at \$1 25. Fine English Felt Hats at \$2 50, trimmed with elegant silk bow. Our 50c hat is the best value ever offered. See it.

COVERED HATS.

The season is on for Covered Hats. We have a very complete range, all colors, all shapes, stylishly trimmed, from \$2 50 up. We can suit you no matter what you want in price or style. TAM O'SHANTERS.

for children or ladies, made by ourselves of best material and as you want them. Very stylish and of good velvet. Navy, cardinal, black, brown, white, or any color, at very close prices.

CHILDREN'S HEADWEAR.

Our stock of Children's and Infants' Silk and Eider Headwear is superb. We have Bonnets for the little dears at anything but dear prices—from 35c up. See them. Give the baby a present.

MOURNING GOODS.

We make a specialty of Widows' Bonnets and general mourning goods. Besides we have Millinery Trimmings of all descriptions—Feathers, Wings, Birds, Jets, Ribbons, Buckles, Darts, etc., etc., at very closest prices for cash. No old stock,

Smallman & Ingram,

149 AND 151 DUNDAS STREET.

"The girders of these bridges are 42 A in prices since last quotations. The particularly on Monday mornings. A be bent and shaped to any form or inches deep, strengthened at short inervals by angle-plates, and tied to gether by strong lateral and diagonal braces, by which arrangement each

TO RESIST ALL STRAINS

study, structures of great height and skillfully designed and constructed span, and having the requisite strength with a view to permanence and tles proved that vigilance was the and stability for safety, combined with strength, as to give every assurance of economy of material, thereby avoiding comfort and safety to the many thousands who pass over them every year, "Almost simultaneously with the improvements in the manufacture of also to enjoy the health-giving breezes metals, came a demand for greater or Erie's shores, and which cannot be power and higher speed on railways. had in greater purity and perfection in This caused a steady increase in the weight and capacity of both engines now that all doubt of safety has been and cars. Thirty tons was then thought removed as far as human skill can do quite heavy enough. Now 60 tons and it, that the future will show a large upwards are common, and on the increase in the number of those who roads crossing the mountains there travel over the road, and that London are engines weighing 120 tons. A car will be able to congratulate itself on load was 20,000; now it is 60,000, the results of its enterprise. ery truly, "C. F. HANSON.
"London, Nov. 2, 1896."

Arkona, Nov. 3.-Mrs. A. Barnes, who has been visiting near St. Thomas, returned on Thursday last. A number of young people spent a very enjoyable time at the home of Bertha Parcher on Friday evening

last. Busy times in the I. O. G. T. Lodge at present. The installation of officers for the coming quarter took place on Monday as follows: P. C. T., Rev. Mr. Hannahson; C. T., Rev. Mr. Bristol; V. T., Mrs. Bristol; Chap., Mr. W. McPherson; R. S., Miss Baldwin; A. R. S., Miss Norris; F. S., Mr. F. Lambe; Treas., Mr. F. Nelson; M., Mr. Munroe; A. M., Miss Calder; guard, Mrs. W. Jackson; sentinel, Mr. G.

Miss L. Randall, of Uttoxeter, is visiting friends in town and vicinity. Dr. J. E. Brown paid a visit to town

GLEN OAK.

Glen Oak, Nov. 3.-We are glad to hear that Edward Stevenson, of this place, is engaged as teacher in Mount Elgin Institute. Mr. Thos. Paterson, near here, after selling a large amount of his apples, stored about 100 bushels away home consumption, and turned the cattle into the orchard to eat the balance. Mr. Paterson watched the animals there a while each day for a week, and then gave them free scope of the orchard; but next morning he found one dead and seven more bloat-

them are not well yet. WE WANT TO KNOW. Not a Single Reply to Our Question-Not

ed and sick. He at once procured the

aid of a veterinary surgeon, and after

administering two pounds of salts to

each, they were relieved, but some of

a Failure to Cure-A Half-Million Users of Dodd's Kidney Pills Satisfied. Toronto, Nov. 2.-Without a single vertised the question: "Does anyone,

anywhere, know of any case wherein Dodd's Kidney Pills have failed to cure any kidney disease, at any We estimate that half a million people must have joined in using two and a half million boxes already sold in Canada; and yet not a single compaint-not one failure to cure.

you know of a death from kidney disease, or of heart failure, the victim

Now, reader, here's one for you: Do

HEALTH.



LOVELY FACES.

BEAUTIFUL NECKS. WHITE ARMS AND HANDS, DR. CAMPBELL'S SAFE ABSENIC COMPEXION WAFERS AND FOULD'S MEDICATED ARSENIC

COMPLEXION SOAP Will Give You All These.

If you are annoyed with PIMPLES, BLACK-HEADS, FRECKLES, BLOTCHES, MOTH, FLESH WORMS, ECZEMA, or any blemish on the skin. call or send for a box of DR. CAMPBELL'S WAFFERS and a cake of FOULD'S MEDICATED ARSENIC SOAP, the only genuine beautifiers in the world, WAFFERS by mail St. 6 LARGE BOXES, \$5. Soap. 50 cents. Address all orders to H. B. FOULD, Sole Proprietor, 144 Yonge Street, Toronto, Ont. LYMAN BROS. & CO., Wholesale Agents, 71 Front Street East, Toronto, Canada.

Sold by Druggists Everywhere,

Chloriogold is a positive CURE for DRUNKENNESS

It can be given without the knowledge of the patient in tea. coffee or articles of food; will effect a speedy and permanent cure, whether the patient is a moderate drinker or an alcoholic wreck. Book of particulars free to be had of Anderson & Nelles, Dundas St., London

BLOOD POISON UAVE YOU Sore Throat, Fimples, Copper HAVE YOU Sored Spots, Aches, Old Sores Ulcers in Mouth, Hair-Falling! Write COCH REMEDY CO., 307 Masonic Temple Chicago, Ill., for proofs of cures. Capital, \$500,000. Worst cases cured in 15 to 35 days. 100-page book free. THE REPORT OF THE PARTY OF THE

Wax Matches.

Canada

Canada

Sole makers Canada

The E. B. Eddy Co.

The state of the s