GAINED 39 POUNDS.

Hoods nest, always ready, al-rays efficient, always est-stactory; prevent a cold Pills

NOTICE TO CREDITORS

In the Matter of the Estate of Valen-tine William Orrison Sherman, Deceased.

Pursuant S. R. S. O. Chapter 110, notice is hereby driven that all persons having claims against the Estate of Valentine William Orrison Sherman late of the Township of Restard in the County of Leeds, Esquire, deceased or his deceased wife. Harriet Sherman, are required on or before the return of the said Valentine William Orrison Sherman heir names, addresses, and full particulare of their claims verified by Statutory Declaration and the nature of their security (if any) held by them. And further notice is not the Administrated thereto, having regard only to the claims of which he shall then have notice, and the Administrator will not be liable for such distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which he shall then have notice, and the Administrator will not be liable for such distribution or any part thereof to any not been received at the three of the such distribution.

Solicitor for Administrator.

Dated at Athens this 21st day of March, A. D., 1868.

GRAND TRUNK SYSTEM FREE COLONIST SLEEPING CARS

....то.... Winnipeg and Canadian North West. Lowest Rates, Shortest, Quickest and Most Popular Routes.

Passing en route through principal candian Cities, Chicago and St. Paul, Minnesota and Dakota.

Our Free Colonist Sleepers for families and others going west are a special equivenience, and passengers may bring their own bedding, or may purchase it at These Sleeping Cars will also a support of the colonial candidate the colonial candidate of the candidate of the colonial candidate of the colonial candidate of the colonial candidate of the candidate

KLONDYKE AND YUKON GOLD FIELDS will be accommodated in these Free Sleepers as far as Chicago or St. Paul, where similar leleopers can be had to the Pacific Coast.
For Tleckets and reservation of space in fleepers apply to Company's agents, or

G. T. FULFORD, City Passenger Agent. Office, Fulford Block, Court House Avenue,

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To Loan at 5 per cent on real estate only. hased.
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We have instructions to place large sums of rivate funds at current rates of interest of i Apply to
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CANADIAN RY.

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Train leaves Brockville at 5.05 p.m. week lays.
Thurists Sleeping Car every day, except sunday to Pacific Const.
Frequent sallings from Vancouver and Victoria. Particulars on application.
Ask for copy of our GOLD FOLDER containing most recent information as to routes,

SETTLER'S TRAINS TO

MANITOBA ALBERTA

ASSINIBOIA ril, should summent offects and stock on sec trains and still make quick time, free Coloniar Sleeping Control of the State of the State

City Ticket and Telegraph Office Corner King Street and Court House Avenu

REMOVAL



D. R. REED

Has removed his Barbering business from the Rooms Over R. J. Seymour's Grocery

- Athens Main St.

Having purchased the good-will and fixtures the business recently carried on by Mr. W. McLaughlin, his shop now contains rwo sirs, and an assistant will be employed on turday nights and during busy seasons, so it customers may rely upon being serveu mptly as well as efficiently.

PATENTS PROMPTLY SECURED

GET RICH QUICKLY. Write to-day for beautiful illustrated Book on Patents an of your invention and we tell you FREE if it is new mpdy tell you Family probably patentable. Rehambug, Honest Service, Specialty, Rehambug, Honest Service, Specialty reads cases rejected in other hands and reads applications. References: Honor "La Presse, Teugh cases rejected in other in the prospect of the prospect

KNIGHTED BY KAISER

GANADIAN HONORED BY THE EM

Mr. Henry J. Morgan's "Canadian Men Mr. Henry J. Morgan's "Canadian Men and Women of the Times," just issued, refers to the many sons and daughters of Canada who have sought and won fame and distinction abroad. These include statesmen, warriors, divines, judges, lawyers, journalists, ditterateurs, scientists, educationists, officials, merchants, and others, the recorn of whose achievements in the world's broad bivouce of tife fills a large portion of the bulky volume now before the public. As Mr.

DB. JOHN MURRAY.

Morgan truly observes, Canadians have earned, and are still earning, distinction for themselves and their country in every clime, in every profession, and indeed under every form of Government. One of the most remarkable of the men included in this category is Dr. John Murray, of Edinburgh, who has recently received the honor of knighthood from the Emperor of Germany. The son of Soctish parents, he was born at Cobourg, in this province, in the year 1841. His parents were poor, and with difficulty provided their son with an ordinary English education. He received his first scientific impulse as Victoria College, Cobourg, Later, having obtained employment in a mercantile house at London, Ont., he continued his studies in that city under Prof. McAuley. Saving enough money to pay his expenses, he next crossed the Atlante, and in due course graduated in medicine as Edinburgh University. While at that famous institution he so thoroughly made his mark as a naturalist that he was selected in 1867 to take part in a scientific voyage to Spitzbergen. Later in 1880 and 1883, he had the direction of the scientific work on board the deep-sea expeditions of H.M.S. Knight Errant, and H.M.S. Triton. When the famous Challenger expedition was organized in 1832 to go around the world he was appointed naturalist thereto. On the death of Sir Wyville Thompson, after the return of the expedition, Dr. Murray became director of the scientific work and editor of the magnificent Government publications, embodying the results of the expedition so well known to the scientific world. His labors as such have received the highest recognition. The Cuvier prize and medal of the Royal Society, London, the France, the Humboldt medal of the Gesellschaft fur Godkunde zu Berlin, the Royal medal of the Royal Society of Edinburgh were all awarded him, and he is now enrolled in the Order of Merit of Germany, the only other British knights of the order being Lord Kelvin, Lord Lister, and Sir Gabriel Stokes: Dr. Murray is also a Fellow o

who left for Scotland in search of fortune only a little more than thirty years ago. It is a most creditable record in every respect, and makes one proud of one's country to read it. What will surprise most of our readers, however, is to learn that this one of the most illustrious of our sons has thus far received no mark of recognition from his native land. His name is not to be found among the recipients of the Confederation medal, nor is he an honorary graduate of any Canadian university.

THE FIRST LIFEBOAT. Very Different From the Complicated ST. PAUL
MINNEAPOLIS
BIS
The story of the lifeboat remains to be written. To do so now would be premature, inasmuch as, notwithstanding the large amount of ingenuity which has been

large amount of ingening which has been lavished on the designing of a vessel which shall prove satisfactory, the thing desired yet remains to be achieved. The first lifeboat was, curiously enough, devised by a landsman, one Lionel Lukin, a coachbuilder of Dunmow, in Essex, England. This man had lost some relatives in the foundering of a vessel at sea, and he set about designing a vessel at which has the control of the con hould be unajmikation. Among the second

THE FIRST LIFEBOAT. ook up the problem where Lukin left it was one Henry Greathead, a boatbuilder if South Shields, who worked continu of South Shields, who worked to busly at the subject, and an order for the construction of what is practically the first cracially constructed lifeboat was construction of what is practically the first specially constructed lifeboat was given to Greathead in 1805.

The first lifeboat was 36 feet long, and possessed a beam of 10 feet. It was rowed by 10 cars, double-banked, and it was the first vessel built in which the main features of all lifeboats were found. Thus, the stem and stern were alike, it had a curved keel, and it bulged greatly.

His Legs Cut Off.

Kingston, Ont., April 7.—George Bordeau, Rideau street, aged 27, unmarried, brakeman on the K. & P. R. R., was riding out to his home on a Grand Trunk freight, when he fell off a box car and was rule over. His legs were cut off and his body terribly mangled.

Big Expenses of Railroads.

The railroads of the United States expend in a year a sum of more than \$100,000,000 in excess of the total expenditures of the United States Government, and this computation does not include nearly \$250,000,000 paid in the form of interest upon railroad bonds or guaranteed stock, and from \$90,000,000 to \$100,000,000 paid in the form of dividends to stockholders. The railroads, indeed, are the great disbursing agencies of the country, handling never less than \$1,000,000,000 in a year and disbursing it all, or practically all, for railroads, as a rule, do not keep large bank accounts and do practically a coah business, turning money rapidly. Big Expenses of Railroads.

He Prays Under Guard. When the Sultan of Turkey attends the Friday midday prayer at the mosque, in Constantinople, the garrison of 30,000 men are stationed along the route in such a way that he shall be guarded from the moment he leaves his palace until he is en his carpet in the sacred edifice.

Odd Facts About the Blood The whole of the blood in the body passes through the heart in 89 beats; in a man of 70 years of age about 678,990 tens of blood will have passed through

THE PORTLAND FIRE CASE.

saw reflection of ince in direction to of Portland. At Delta he met two men in a rig driving rapidly in the direction of Athens.

The following statement, witnessed by G. W. Brown, was written by Detective Flynn and signed by Harry Dotaton at the Gamble House:

ATHENS, Jan. 19, 1897.

Harry Johnston at the Samble House:

ATHENS, Jan. 19, 1897.

Harry Johnston sattes: Wm. Layng and I went to Smith's Falls races last fall. I cannot say when in December. He was at the hotel only saw him passing through the barroom. He went away a few days after Constable Brown wanted him statel for home about half an hour afterwards. Had known Dick Johnston brought the torse back to the livery barn on night of the races in a buggy. Higher to the race in the result of the races in a buggy. Higher to the race in the result of the race in a buggy. Higher to have the race in the race in a buggy. Higher to have the race in th

but one rig, that is to me of Scovil's fire, not that I spoke to me of Scovil's fire, not that I semember. We had dinner in Smith's tiem. His own opinion was formed after Layng had come to him to find out if he could be extradited for an out if he could be extradited for an out if he could be a stories. The races were postponed. If any person says that Layng and I hired rig other than the one above referred

they say what is not true. I paid to, they say what is not true. 1 pand for the rig and Layng did not contrib-ute one cent towards it. 1 had a rig from Dobb's, whether it was the night of the fire or not I cannot say. I was walking down the street here and walking down the street nere and I was requested by a woman to take ler to Brockville. Who she was I do not know. I never saw her before or since. I did not see her in daylight. I left her at the G. T. R. depot about 1 or 2 o'clock a. m. I took two hours to drive from here. She gave hours to drive from here. She gave me \$2.00 to drive her. I gave Dobbs me \$2.00 to drive her. I gave Dobbs \$1.50 for the rig. I made 50c by driving her there. I did not see anyone at the G. T. R. depot whom I knew. John Dobbs gave me the rig and was there when I came back and took it from me I naid him. took it from me I paid him. I would imagine the woman was 25 or 30 years of age, not a bad looking person, fair complexion. There were no rigs at the depot when I got there. I left here about 10 o'clock.—9 or 10. Got to Brockvil'e about 12 midnight.

I let her get out at the depot and then turned round and came back. It would be about 1.30 a. m. when I got

was going to Brockville.

HARRY JOHNSTON.

Witness—G. W. Brown, Constable.

prisoner.

Mr. Osler, for the crown, said that tion the fact of the prisoner

the statement was put in as an inconsistent and improbable story, and that there was strong corroborative evidence in the Central Prison.

saw reflection of fire in direction of Portland. At Delta he met two men in a rig driving rapidly in the direction of Athens.

The following statement, witnessed by G. W. Brown, was written by Detective Flynn and signed by Harry Johnston at the Gamble House:

Saw reflection of fire but could not tell what time it was. Gross-examined, said he did not leave Brockville until after supper, and when near Forth's broke a whiffletree and was delayed perhaps half an hour. Asked John stop fire a string to the up whiffletree

having

would be about 1.30 a. m. when I got back. It was the next morning after that It took the woman to Brockville that McVeigh told me of the fire. I had a top luggy. I think it was a bay mare. There are four toll gates. I paid the first gate both ways. The others were open; no person out. I think it was a little boy came to the door at the first gate. No gates between here and Portland. I did not toll my wife or Mr. McVeigh that I was going to Brockwille.

HARRY JOHNSTON.

HARRY JOHNSTON.

HARRY JOHNSTON.

HARRY JOHNSTON.

HE S. Harrison raid he thought he was at the fire before Murphy, but had the fire before Murphy, but had kept no record s to the time he got there, and then part of the barn had fallen in.

This closed the evidence and the addresses of the counsel followed. Mr. Hutcheson-claimed that a reasonable alibi had been proven and that the crown had failed to corroborate Layng's story of the prisoner's connection with the fire. Mr. Osler claimed that the evidence was as clear and conclusive as could seed the counsel followed. Mr. Hollowed. Mr. Hutcheson-claimed that a reasonable alibi had been proven and that the crown had failed to corroborate Layng's story of the prisoner's connection with the fire. Mr. Osler claimed that the evidence was as clear and conclusive as could seed the counsel followed. Mr. Hutcheson-claimed that a reasonable alibi had been proven and that the torn had failed to corroborate Layng's story of the prisoner's connection with the fire. Mr. Osler claimed that the evidence was as clear and conclusive as could seed the counsel followed. Mr. Hutcheson-claimed that the did head. Eczema, Barber's Lich, Ulcers, Blotches, and all eruptions of the skin. It is soothing and quieting and acts like magic in the ourse of all baby humors. 35c. Sold by J. P. Lamber Fartors's Frediction.

was going to Brockville.

Witness—G. W. Brown, Constable.

(I. W. Brown stated that it was about two months after the fire when above statement was signed. He said that in response to a telephone message from Brockville he had told Mrs.

Johnston that if Harry would confess the proceeding against him would be withdrawn.

This closed the evidence for the rown, and the prisoner's councel, Mr. Hutcheson, submitted that the evidence statement, signed by the prisoner, put in by the grisoner, put in by the grisoner, put in by the crown must be taken as a whole; and asked for the discharge of the prisoner.

Mr. Osler for the evidence for the crown, said that

The judge said that he regretted that the evidence was as clear and conclusive as could be obtained in such cases. Layng's story, he said, was plain and probable, and went to pieces on a little cross examination.

The judge, after a brief review of the evidence, found the prisoner guilty and asked him if he had anything to say why sentence should not be passed upon him. Johnston said: "I am an innocent man that is all I can tell you. I know nothing whatever about the fire."

The judge said that he regretted that the evidence was as clear and conclusive as could be obtained in such cases. Layng's tory, he said, was plain and probable, and had been in a measure corroborated, while that of Johnston's was improbable and went to pieces on a little cross examination.

The judge, after a brief review of the evidence, found the prisoner guilty and anything to say why sentence should not be passed upon him. Johnston said: "I am tell you. I know nothing whatever about the fire."

The judge said that he regretted that the evidence of the remainder of the remainder of the said that the evidence of the remainder of the remain with them in heart and in manner, in re-tirement as in power a happy specimen of the men whom liberty and democracy train in the log cabin and by the rudest hearth to guide the counsels of the re-public and industries the destines of the

ADMAN HOROMOTO WITCH.

The proposed of the large was a second before the proposed of the large was a second before the proposed of the large was a second before the large was a large was

THE PANAMA CANAL.

THE FANAMA CANAL.

construction to-day what amount he thought was necessary. He shrugged his shoulders and raised his hands and his eyebrows as he repiled: "A great sum!"

But before I further describe the work that is being done now let me give you the story of the canal in a nutshell. The Isthmus of Panama is much like the neck of an hour-glass, of which North America and South America are the two globes. It is a wonderfully slender and an exceedingly tongh piece of land. It is about as long as the distance between Washington City and Boston via New York, and ranges in width from 118 miles to about 30 miles. Low mountains run irregularly through it. It has platically a summer and morasses. Where the canal is being cut the distance from one coast to the other as the crow files is probably not more than 40 miles, but the railroad but for the Panama Canal is still shorter. Some of the mountains of the Isthmus are over 1.500 feet high. Along the line of the canal the highest elevation is at the Culebra ridge, the point that I visited to-day.

The canal begins at the Port of Colon, or, as you may call it, Aspinwall, though Colon is the name used here. Colon is not far from the mouth of the Chagres River, on the little island of Manzanillo, and at the terminus of the Panama Rail road. Starting here, the line of the canal the turninus of the Panama Rail road. Starting here, the line of the canal strong the valley of the Chagres, cutting the stream in many places, until at about fourteen miles or more the ground rises irregularly until it reaches the top at Culebra. There is all told

green were deflected, even were deflected, and it was bad, and he elize him on oath in any he had an interest. His ned crosses of men a convergence of the party of the party

a billion dollars and excavated about 65, 600,000 cubic yards of earth and rock. Then the bubble burst, and this new sompany was formed. They have spent, I am told, only about \$5,000,000, and have made a big cut in the work for the money. At Culebra the cutting at the deepest point is now about 225 feet, and 75 feet of this was done by this company. The top of the ditch looks higher as you stand in the cut than a 20-story New York flat, and the rayine shows the immensity of the work. The new company are now very nearly out of money. They are preparing for a canal commission from Parls, which will probably be here before this letter is published. Everything is being painted up for the occasion, as the future of the canal largely depends upon the report of the commissioners. If it should be favorable it is said by the French here that enough money will be raised to complete the work, but if not it will probably be given up or sold. The estimates of amount required to complete the work range all the way from \$75. estimates of amount required to complete the work range all the way from \$75, 000,000 upward, and it is probable that \$150,000,000 is somewhere near the proper

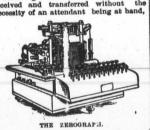
FRANK G. CARPENTER. JAMES PAYN.

eased Litterateur Was First t. Then a Journalist, and Finally a Novelist. James Payn, whose demise in England as chronicled the other day was been in Chelthan in 1830, was educated at Eton, Woolwich and Trinity Colleges,



issued, three a year, with unvarying regularity, always carried the line, "Author of 'Lost Sir Massingbird." "Altogether Mr. Payn wrote sixty or more three-volume novels, but he never surpassed the two which gave him assured reputation. He studied with care all sorts of crime, and his book, "The Confidential Agent," was one of real merit. He succeeded George Augustus Sala as writer of light columns in the Illustrated London News, and with his wealth of personal reminiscence and cheerful and kindly criticism contributed to the success of that paper. Some of his more important books not named above are "That Luck of Danell's," "Carlyon's Year," "Not Woods But Won," and "At Her Mercy." His recent novels were cast on facetious lines and he wrote an amusing book, entitled 'Some Literary Recollections," and another, autobiographical, called "Gleams of Memory."

Mr. Payn's only daughter married Lesile Stephen. It was his boost that he had never walked three squares in London, and that he was the most profitable patron of the hansom cab in the world.



Joseph F. Merchant, aged 70, was sandbagged and robbed at London. Hon. Wm. Harty has instructed his solicitor to enter an action for libel against the Kingston Daily News. It has been decided that the second trial of M. Emile Zola shall begin en May 33 in the Assise Court of Versaillés after the elections.

Joseph Levick, a simple-minded old man, was so ill-used by burglars at his home on St. Clair avenue, Toronto, that he is not expected to live. Joseph Parker, a mulatte, was brutally assaulted last night by Zacharian Shields, a desperate colored man, who is new desperate colored man, what arrest at Toronto.

Nemesis in Evidence Nemesis in Evidence.

Nemesis was strongly in evidence in the case of a lost bloycle at Portsmouth, England. A doctor visiting a colleague's surgery left his machine outside and it disappeared. He returned home, and an hour or two later a constable called to obtain medical treatment for a cyclist who had croppered and seriously injured himself. The doctor recommended the man's removal to the hospital, his leg being fractured, and as he was being taken away the medico made a diagnosis of the bloycle and found that it was his 900.

Franco-German war young Bulow was a mere boy, in spite of which he enlisted in a hussar regiment, with which he served through the entire campaign, win-ning for himself before the close of the conflict the spaties of officer. After the declaration of peace he entered the diple-



VON BULOW, GERMAN FOREIGN MINISTER

sala as writer of light columns in the Illustrated London News, and with his wealth of personal reminiscence and cheerful and kindly criticism contributed to the success of that paper. Some of his more important books not named above are "That Luck of Danell's," "Carlyon's Year," "Not Wood But Won," and "Aber Mercy." His recent novels were cast on facetious lines and he wrote an amusing book, entitled "Some Literary Recolections," and another, autobiographical called "Gleams of Memory."

Mr. Payn's only daughter married Lesile Stephen. It was his boast that he had never walked three squares in London, and that he was the most profitable patron of the hansom cab in the world.

THE ZEROGRAPH.

It Embodies the Features of the Telegraph and Telephone and Will Prove of Great Value in Warfare.

An invention of the German engineer, Les Kamm, the zerograph, was exhibited recently before Emperor William and a large assemblage of officials and expert electricians, and the result of the trial is the projectory that the present mode of the transmission of telegraphic and telephonic messages is to be very much improved by the irreduction into the Governmental service of the new apparatus. The most important advantagres of the zerograph; as explained and transferred without the necessity of an attendant being at hand, where a substant the received simultaneously by a number of receiving stations; a message can be received simultaneously by a number of receiving stations; a message can be received and transferred without the necessity of an attendant being at hand, where a substant the substant search of the new apparatus can be received and transferred without the necessity of an attendant being at hand, where the prophete of verices telegraphy; a message sent by means of this apparatus can be received and transferred without the necessity of an attendant being at hand, where the prophete of the new apparatus. The most important advantages of the zerograph are the necessity of the new apparatus. The most important properties

TALK WITH BIDLAKE. Mistake, Says British Expert, to Star Fast on a Long Ride.

Fast on a Long Ride.

F. J. Bidlake, an English cyclist of prominence, was asked recently what is the utmost a bloycle rider can do with careful training? Mr. Bidlake replied:

"The utmost he could do can hardly be prophesied, the old adage that 'no one knows what he can do till he tries' being particularly applicable to cycling. Five hundred miles a day seemed beyond the utmost powers of anybody a few years ago, but is a performance already several times accomplished. The inquirer seems, however, not to contemplate racing, but increasing his mileage powers.

increasing his mileage powers.

"Riding long distances is which may be carried to excess with the adventitious ale of pand the excitement of a great property but there is no because it in the carried but there is no because it is a second to be a second to the carried but there is no because it is not because of the carried but there is no because it is not because it i reward, but there is no harm within limits in trying to do one's best. Long-distance riding demands a lower gear than short. A high gear is right for a concentrated effort or for a ride so shore that the fatigue point is not nearly ap-proached, but for very long rides low

gears postpone distress.
"It is a mistake for a long ride to start "It is a mistake for a long ride to start fast; the pace should be kept down to one that seems ridiculously easy, one which can be maintained with little diminution all the way. This more than anything elso will tend to increase mileage. A hard-ridden first hour will deduct miles an hour from the totals of subsequent hours. The same idea underlies the principle of not forcing pace up hill. To ride far you do not want ever to ride fleresly. A sprint or real struggle up a very steep hill will shorten the total on a long run. On an undulating road it is a mistake to go hard as the hill; the muscular work, rather than speed, should be kept about the

HANDY LITTLE DEVICE.

manymed to Prevent the Upsetting of One of the most prolific causes of falls In the race track and on club runs is the rubbing of the front wheel of one machine against the rear wheel of another. When this occurs it is almost certain to upset the rear machine, twisting the handle bars out of the rider's grasp and making him bite the dust. A device designed to prevent such consequences in case of collision has been patented by a Brockton (Mass.) inventor. It consists of a steel rod bent to V shape and attached to the axle of the front wheel, with its apex in front of the tire and its free ends braced under the fork sides. In case of collision the tire, rim and spokes are protected. If



TO PREVENT ACCIDENTS. TO PREFER ACCIDENTS.

the contact is head on the speed of the rear bleyele is checked, but if it is a trifle to one side, as is usually the case, the fender causes the front wheel of the rear bleyele to glance off without causing a fall and injuring either rider. By actual tests it has been shown that with the use of this device collisions that would otherwise have upset the riders and entangled the machines, injuring both, have not even unseated the reas sider.