THE
Athens Reporter
ISSUED EVERY
WEDNESDAY AFTERNOON
—BY—
B. LOVERIN
EDITOR ND PROPRIETOR

SUBSCRIPTION
1.00 PER YEAR IN DVANCE, OR
1.25 IF NOT PAID IN THREE MONTHS.

☞ No paper will be stopped until all arrear are paid except at the option of the publishor. A post office notice to discontinue is not sufficient, unless a settlement to date has been made

ADVERTISING
Business notices in local or news column, 10c. per line for first insertion and five cents per line for each subsequent insertion.
Professional Cards, 6 lines or under, per year $3.00; over 6 and under 12 lines, $4.00.
Legal advertisements, 8c per line for firs insertion and 3c. per line for each subsequent insertion.
A liberal discount for contract advertisements

Advertisement sent without written instructions will be inserted until forbidden and charged full time
All advertisements measured by a scale of solid nonpareil—12 lines to the inch

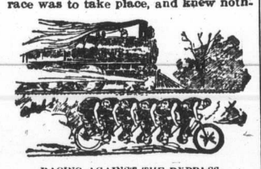
CYCLEDOM

There is a large shadow of doubt regarding the value of the test of the sextuplet bicycle race against the Empire State Express near Syracuse recently. The spectators of the race were officers of the bicycle company, A. C. Yates, photographer of the New York Central Railroad, and one newspaper reporter, whose friendliness to the bicycle firm is well known. Newspaper reports were sent out from the bicycle factory. While, from what can be learned there was a test of speed at the time and place named, there is a disposition among cycle enthusiasts here to discredit its fairness.

The Empire State does not run at full speed at the section where the test is alleged to have taken place. The stretch begins inside the limits of the city, and there is an ordinance, which is strictly enforced, allowing trains to run but 8 miles an hour until without the city. While the Empire State express does not adhere to this ordinance, its speed over this stretch is said never to be greater than forty-five miles an hour.

Mr. Yates is very reticent in discussing the merits of the test. When seen he said that he had much rather that any information to be gained would come from others than himself, as he was "very friendly to the bicycle people." He said, however, that he did not believe that the Empire was going more than forty or forty-five miles an hour. As to the strt. he did not care to express an opinion on its fairness, but would prefer that some one else be taken as an authority.

The city editors of the Post and Courier, two of the three morning newspapers of the city, and representatives of the Herald, Journal and News, the three evening newspapers, say that their papers were not notified that the race was to take place, and knew nothing of it until the typewritten reports were issued from the bicycle factory, too late for careful enquiry to be made.


RACING AGAINST THE EXPRESS.

A fact to be considered is that the fastest time made by the sextuplet in question on a race track prepared for the purpose of breaking the record, was a half-mile in fifty-seven seconds. Certainly the conditions of the Solvay stretch were not equal.

In a recent communication to the Paris Academie des Sciences M. Bouny, says Engineering, gives particulars of a series of experiments made to determine the power exerted in propelling a bicycle at different speeds. The method adopted was to take an autographic record of the total force exerted on the pedal throughout a complete revolution. The experiments were made at speeds ranging from 10 5-8 to 21 1-4 miles per hour, the machine being run on a wooden racing track. The results, reduced to even English measures by means of a formula of interpolation, were as follows:

Speed Miles per Hour.	Work Done per Semi-revolution. Ft.-lb.
10	18.58
10 5-8	20.96
12.5	36.98
15.0	47.50
17.5	56.75
20.0	66.62
21 1-4	66.08

It will be seen from the above figures that the average pressure from the foot required on the pedal increases rapidly with the speed, being at 20 miles an hour nearly three and one-half times as much as at ten miles per hour. Unfortunately the gear used is not noted by M. Bouny, and so it is impossible to deduce from the above figures the average tractive resistance of the machine at the different speeds. Probably at the higher speeds named a large proportion of the total work done was expended in overcoming atmospheric resistance, and the run of the figures might be changed considerably if the trials were conducted on a roughish road instead of on a smooth track.

It often affords a bicycle rider much relief to relax his grip on the handle bars if only for a few moments during a long ride. While many would find rest by so doing, they are not sufficiently expert to guide the bicycle by means of their bodies alone. The latest device to aid new riders in so doing is a steering strap. By using the strap it becomes possible for novices to ride "hands off" at the slowest gait. Obstacles in the road can be ridden over with ease and the sharpest turns can be effected in the same manner as if the hands of the rider were gripping the bars. The strap is fitted to the form in much the same fashion as a shoulder brace, a crosspiece resting on the shoulder blades. The length of the straps is adjusted by means of buckles. The strap can be carried under the coat when not in use.

STEERING STRAP.

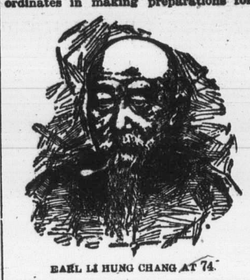
Let the croaker tell you all about the "no good" roads that he knows all about and then go you down over them and see for yourself how far from the mark he is. He is guessing partly, and partly figuring upon what he knew one, two or three years ago. But the good roads work has only begun as yet; let it go on.

EARL LI HUNG CHANG

THE CHINESE STATESMAN IS TO VISIT THE DOMINION.

Career of the Coming Distinguished Guest of Canada—The Most Eminent of China's Sons—The Scholarship and Wealth of the Chinese Viceroy.

Li Hung Chang will be by all odds the most distinguished and distinguished-looking Chinaman who has ever come to the Dominion of Canada. Earl Li has had many ups and downs. The disgrace which followed his peace treaty with Japan after the recent war was not the first time he had been subject to indignities, but he had always fallen upon his feet, and had never failed to accomplish his plans among his own people. While he was deceived and imposed upon by his subordinates in making preparations for the war, and while his hordes of half-starved, half-armed and ragged coolies could not for a moment resist the advance of the highly skilled and patriotic battalions of Japan, his nerve, foresight and judgment have never erred in Chinese politics. His ability was demonstrated when he passed through all of the severe examinations that are required of officeholders in China and stood first among 20,000 scholars at the Pekin competition, while his patriotism was tested when Gen. Gordon, at the head of the ever-victorious army that put down the Tai-Ping rebellion some years ago, proposed to place him on the throne of China, and permit him to restore a distracted empire. He undertook the restoration, but his loyalty to an idiotic sovereign would not permit him even to approach the throne.


EARL LI HUNG CHANG AT 74.

The next we hear of Li Hung Chang in the official records of the government, after he assumed his duties as senior secretary, was an announcement in the early part of November that he had been directed by the emperor to take measures to suppress the insurrection of the Mohammedan population in the Province of Kan Suh, in the northwestern part of the empire; and that funds were placed at his disposal for that purpose. With his old-time energy, troops were dispatched to the disturbed sections, a new Governor-General of his own choice was appointed, the officers who had failed to meet the emergency were removed and ordered to Pekin and men of well-known energy and ability were sent to replace them, with instructions to use the most vigorous means to restore order. Recent mails bring tidings that the rebellion, which threatened to involve the whole empire, has been completely checked; that the leaders have been arrested and put to death; that their followers have been disarmed and sent back to their villages, and that peace has been almost entirely restored.

More recent events proved that the would-be recluse at his palace at An-Nui had recovered his influence with the Emperor, had been again decorated with the imperial yellow jacket and his three-eyed peacock feather, and had been selected as special envoy to represent the Emperor at the coronation of the Czar of Russia.

That this greatest of Chinese statesmen is favorable to the arts of peace rather than the victories of war is witnessed in the fillowing colloquy during the verbal negotiations between Japan and China at the close of the recent war:

"Marquis Ito—War is an evil, though sometimes unavoidable."

"Viceroy Li—Far better avoided. When General Grant, ex-President of the United States, visited Tientsin, and we became friends, he said to me: 'The loss of life in the rebellion in my country was so terrible that after I became president I was always anxious to avert war, and have ever since advised others to do so. Your Excellency won favor in suppressing the Taiping rebellion; yet I urge you to beware of entrance to a quarrel which might lead to war.' I have always tried to follow this excellent advice. Your Excellency well knows that I was opposed to this war."

LI HUNG CHANG IN HIS PRIME.

The imperial yellow jacket with which he has been reinvested is of the finest satin. It is embroidered on the breast and back with double dragons in a circle, and the highest favor of the Emperor is complete with the three-eyed peacock feather which he wears on state occasions fastened to his hat. But Li Hung Chang would be a striking figure in any clothing. He stands over six feet one inch in his stockings, and the boots of black broadcloth which he wears have soles of white wood about an inch thick, which make him look taller. He wears a long gown of bright yellow satin, which falls from his neck to his feet, and over this he has upon state occasions his yellow jacket. He keeps his hat on while he is in the house, and his official hat looks for all the world like an inverted spittoon, the brim being turned up all around.

The peacock feather is fastened by a button to the top of the hat, and it sticks far out behind. When not on dress parade Earl Li wears a fine skull cap of black silk, with a crown shaped like a hemisphere.

Li Hung Chang does not believe in intoxicants. He is a great smoker, however. He uses a Chinese water pipe, a sort of a long-stemmed affair with a silver bowl about as big as your fist, containing water. Into this bowl is fitted a tube, which holds the tobacco, and you draw the smoke through the water before it gets to your mouth. When Li Hung Chang smokes he does not hold the pipe in his hand. He has a servant to act as pipe bearer, and every minute or so the servant pushes the stem of the pipe into his mouth. Li Hung Chang takes one or two whifs, and the servant thereupon takes away the pipe, while Li goes on with his talking.

Li Hung Chang is not entirely unaccustomed to foreign ways and foreign food. At a recent banquet both foreign and Chinese courses were served, and the Viceroy partook equally of both. He can use a fork as well as chopsticks, and says he likes a mixture of the Chinese and European diet. He said he believed in plenty of vegetables, but rather thought that foreigners ate too much meat. He is about 75 years old, but he is full of vitality, and mentally and physically he is about as young as many a man of 50. He has both an English and a Chinese physician with him, and it is probable that the English physician will continue to administer the electric baths to his cheeks to which Li has been accustomed for some years. He had some time ago paralysis of the face, and he has cured this by the use of electricity.

Earl Li in Canada.

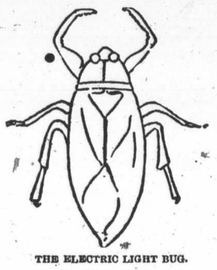
In a lengthy interview in London Sir Donald Smith formally invited the distinguished Chinaman to become the guest of Canada on his way home. In reply Li Hung Chang informed Sir Donald that he would be most happy to be the guest of the Canadian Government, and said that he looked forward to his Canadian visit with much interest. He said he had heard much of the Canadian scenery in the mountains and knew that many of his countrymen had settled in British Columbia. He was offered facilities to sail from San Francisco to China, but he preferred the Canadian route. He regretted that his visit would be very short. He said he would leave Southampton by the steamer St. Louis on August 22, and would enter Canada from ew York at Niagara Falls and spend at day at Ottawa, proceeding thence straight through to Vancouver, and sailing on the Canadian Pacific steamer on September 13 or 14.

THE ELECTRIC LIGHT BUG.

A Flying Cannibal Armed With a Poisonous Hypodermic Syringe.

Beware of the "electric light bug!" He looks innocent, but is armed with a poisonous hypodermic syringe. He appears in the wake of a nocturnal cloud of insects.

Shortly after 8 o'clock millions of little green grass flies made merry with the electric lamps everywhere downtown, says the Kansas City Star. It was the first visitation this summer of this animal, whose characteristics are a grass-green color, omnipresence and a fondness for electric lights.


THE ELECTRIC LIGHT BUG.

Dr. Theodore William Schaefer told an interesting story about these sudden visitations of insect swarms. He said:

"This flying, fluttering, squirming mass around the light is simply a love dance of the insects, which has an unhappy ending for some of them. The male insects are the most beautiful in color and emit the loudest sounds. There are some insects that are not out for fun, but are eagerly fluttering about, trying to catch other insects, cannibal fashion, for a late supper."

It is not generally known that the big fellow called the "electric light bug"—or properly the American Belostoma—is poisonous. Dr. Schaefer added:

"Some four years ago I happened, on one of my nightly entomological expeditions, to pick up carelessly a belostoma which was struggling on the ground. Suddenly I felt a sharp pain running up my left arm, starting from my middle finger, and I was obliged to drop the bug at once. The finger smarted me for a few days. Later on I carefully caught another belostoma and examined him more closely. I found that he possessed a piercing, dagger-like beak, provided with poison glands, which operate on the principle of a hyphodermic syringe. This mastodon bug was unknown except to entomologists until a few years ago, when he appeared on the streets at night and was dubbed the 'electric light bug,' American belostoma, or Belostoma Americana, as he is called by naturalists.

"The belostoma is a carniverous bug, living from insects, small fishes and frogs. He grasps and claws his victims by means of his strong forelegs, and then stabs his beak into them, permitting the poison to enter his prey, which completely paralyzes the unfortunate captive, and, adding the finishing touches to it, he greedily sucks out its blood."

BIGGEST CYCLE YET.

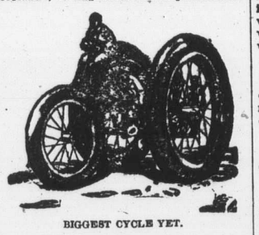
A Giant Affair on Which a Family of Nine Persons Can Ride.

A monster tricycle which takes nine persons to successfully run it, is the latest track feature in the wheel line. Perhaps this is the forerunner of the machine for an entire family. Standing beside an ordinary road machine, this monster among tricycles is a veritable giant. It stands twice the height of an ordinary man.

Whether or not it will become practicable for road use is yet to be determined. Riding it, one has the sensation of flying. The seats of the riders are about six feet above the ground, while the man who steers the machine is perched high above his companions in a sort of crow's nest.

Notwithstanding its size, the machine has an appearance of lightness. Its weight is deceptive, and the slender steel rods used in its construction seem hardly sufficient to support the weight of nine men.

In the trials made thus far with this colossus, it has been found practicable for every use to which the ordinary tricycle can be put, and the constructors are sanguine that, before long, family tricycles, with twelve-foot wheels, and capable of carrying a dozen persons at once will become a common sight on the streets. The machine has been run over most of the tracks around Boston, where it was made, and the makers will exhibit it at different wheel meets throughout the country during the season.


BIGGEST CYCLE YET.

The machine will be exhibited at the coming meet of the L.A.W., at Louisville, and an attempt will be made to make some sort of a record with it.

The extreme height of the tricycle is about eleven feet, which is the diameter of the wheels and tires when inflated. The cross section of the tires is sixteen inches. The small or guiding wheel has a diameter of six feet, with a cross section of nine inches.

It takes nine men to enable the mammoth tricycle to show itself at its best. Eight sit between the large wheels, four on a side, where they operate a pedal system similar to that of the ordinary tandem gear, while the ninth man sits aloft, above the guiding wheel, and steers with a wheel crank. The machine itself weighs 1453 pounds. With the riders on, the total weight is more than a ton and a quarter.

FIXING OLD HORSES.

SO THAT THE ANCIENTS WILL APPEAR YOUNG AND DESIRABLE.

Some of the Tricks of the Horse Mart to Make the Old Hacks Frisky and Game—Even a Professional Buyer Is Sometimes Puzzled Nowadays.

While nearly every man, says the New York Journal, probably thinks he is quite capable of judging the points of any horse he sees, there is really not one out of a hundred who could fathom a twentieth part of the tricks played every day in the places of the city where horses are bought and sold.

Take one little scheme that the swindling horse sellers of to-day have continually in practice. By common consent and by tradition the best accepted way of telling whether a horse is old or young is to examine his teeth. Twenty years ago almost any amateur would have been able to pass upon the age of a horse merely by making a careful examination of his mouth. But now the horse tricksters manipulate the teeth of an old steed so deftly that it takes a skilled horse surgeon to find them out.

The trick is called "bishoping." An old horse is taken and cavities are cut into the front teeth by the use of a diamond drill and a jeweller's drill brace. It is an exceedingly delicate operation, but one that is readily to be accomplished with a steady hand and afterward blackened by nitrate of silver so that all trace of their having been recently cut is removed.

The horse "jip" is not in any way the character he was a quarter of a century ago. Then, though clever, he was a comparatively ignorant bungler. To-day he has all the equipment of horse science at his command, and it takes a wonderfully expert veterinarian to guard against his frauds at every possible point. It is a comparatively easy thing to guard if the buyer will only take proper precautions. In the reputable horse salesrooms a buyer is allowed several days for careful examination before he closes his purchase. This is given so that a thorough and complete veterinary examination may be made. Where no such time is allowed, the man who has an eye upon a horse, no matter how superb that horse may look as he is brought out for sale, had better have a care.

Perhaps the most clever trick that is in existence to-day in the patching up of a worthless horse is the way animals with "sweeneyed" shoulders are handled. "Sweeneyed" shoulders means shoulders whose muscles have wasted away. This disease is a frequent one with old, worn out horses. It is overcome by blowing up the skin, either with a goose quill or by a hypodermic syringe. The latter is much the better method for it leaves less of a wound.

It is, however, very easy to detect the fraud. Close examination reveals that the shoulders have no muscular development, that the ridges of the muscles are not shown, and that it is all one even surface simply bulged out.

The same trick is tried over the eye. In old horses there is a hollow cavity, which does not exist in young animals. A little work with an empty hypodermic syringe gives a plump appearance to the flesh over the eye and makes the horse seem young again.

Glass eyes are very frequently inserted, and it is an easy operation, six muscles and the optic nerve having to be cut when the artificial eye is inserted. These eyes are made to look very natural, indeed, and the best way of telling that they are glass is to simply move a finger rapidly up and down before the eye to be tested. If the eye is a natural one and in good condition, the horse will wink and blink and commence to toss his head.

The schemes that are resorted to to put a broken-down old horse into temporarily good form are innumerable, and most of them are very clever. What is called "mechanical" lameness, i. e., a defect in the articulation of the joints, cannot, of course, be cured or even minimized. There is no chance of patching up a horse afflicted in that way. But, on the other hand, chronic lameness is very readily to be treated so as to deceive everybody but an expert. What makes a horse step lame under these conditions is because the movement hurts it. The trickster in this event injects one-half of a drachm of a 5 per cent. solution of cocaine in each side of the leg, in this way deadening the nerve. The horse steps precisely as well as if he had absolutely nothing the matter with him, and he will do so for an hour at least, or during the time of the sale, at any rate.

A horse that kicks can be made as quiet as a lamb for a long time, merely by the injection of opiates, of which hyoscyamus or henbane is the best. Cocaine is also made use of to render a decrepit old steed lively. Five grains of cocaine properly applied will make a played-out animal as lively as a 2-year-old for several hours. Still another trick is the repairing of defective hoofs that have cracks in them, by filling up these cracks with gutta percha.

Two other tricks are well worth the mentioning. Both of them have regard to coach horses. While it is possible to buy horses of pretty nearly every other kind at low prices nowadays, good coach horses still command a good premium, and a good pair of them will bring high values. There is a constant demand and an increasing one for horses of this type, but they must have capital action and perfect movement. Consequently there is a keen competition on the part of the "jips" to bring old horses seemingly up to this required level. A coach horse, to be all that is desired, must hold his head up. The "jips" can make a horse do this by putting sand in his ears. Then, again, they have solved the problem of how to make a horse champ artificially. They tie a bag of aloes or arsenic under his bit, and the old worn-out animal, that has none of the real qualifications for prancing in front of my lady's brougham, under the influence of these drugs in his mouth wakes up, careers in the most haughty way and froths at the mouth as if he were to the manner born.

Sir John Seeley's Successor.

Prof. Herman Grimm has been elected a member of the American Academy of Arts and Sciences in the place of the late Sir John Seeley.

CANNED SALMON.

The Story of How the Fish Are Caught and Prepared.

The fish are swimming near the surface now and if they look up they will see upon every pole which rises from the wall of mesh either a hawk, an eagle or a great gull ready to pounce upon them. They dive and try to swim under the weed. They cannot. The water is shallow and the weed rises from the bottom. Meanwhile hawks and eagles are busy, a panic ensues, a few fish dart through the narrow way. It is more open beyond, and, after all, it leads in the right direction. The general impulse is to go forward; no one wants to turn back; and, like sheep, they follow their leaders through the gates of death. For after this it is all over with the salmon. Before long the wide pool narrows again. Again a straight way lays beyond them, and before long they are crowding and jostling each other in a pound fifty feet by thirty feet, where they stay, hopelessly confused and dashing wildly from side to side, until a steamer comes along with a scow in tow. On the scow is a crane. Chains from the crane are hitched on the net, which is below the pound, and some thousands of strong, free fish, who had an hour ago the whole sea to swim in, are drawn up to the surface and ladled out in scoop nets, knocked on the head, thrown on the scow and carried off to the canneries where they go through a sausage machine and become "canned salmon."

These canneries are taking 80,000 sock-eyes per diem. But some escape. Either they swim wide of the bay or by luck escape the "leads" which guide them to the "pound" and find themselves at last near their goal. All around them is blue water, clear and cold. In front of them is a well-marked band of yellow water, thick, stale and warm, through which they blunder like Londoners through a fog.

Above them are two or three thousand white-sailed fishing boats; in the dim water float 400 miles or more of gill nets; on the river's banks are thirty-two great canneries, with machinery in each for turning from 1,000 to 2,000 fish per diem into "canned goods."

To Move a Large Town.

European engineers are much interested in the proposed removal of an entire town in northern Russia to a point forty-three miles distant, the houses to be transported over the frozen surface of the river in sledges, says the New York World.

The city of Kola, on the peninsula of the same name, is now situated at the confluence of the two rivers, the Luttojoki and the Notosero, forming the Kola River, about fifty miles from the Arctic Ocean.

While the rivers and the bay below are navigable for even large vessels, Kola is situated so far inland that it is shut off from the sea by ice much longer than other seaports situated ever further north, like Vardoe in Norwegian Lapland.

The governor of the province of Archangelsk, Baron Engelhardt, to whose jurisdiction the district of Kola belongs, has proposed to transfer the city to a better port nearer the mouth of the Kola River.

Imperial and ministerial consent having been given, active preparations are now being made to transport Kola to the new location.

The project is not, however, a new one. The thing has been done on an extensive scale right here in the United States.

When the Mormons left Nauvoo, Ill., they left behind them nearly 700 well-built frame houses, clustered around their unfinished temple.

German grape-growers came in and settled up the place. They wanted the hillsides for their vines.

The houses were sold to speculators, who moved them all, in the course of three winters, over the frozen basin of the river to a point twelve miles above on the Iowa shore, and founded what is now one of the most prosperous of western towns—Fort Madison.

The houses were set on rude sledges and drawn by oxen.

M. CLARETIE.

One of the Foremost Men in the Literature of France.

Jules Claretie, one of the formost men in French literature, began his career as a writer for a quaint and clever paper called Digene, which was edited by Eugene Varner. At 20 he had made his mark as a journalist. Then he wrote novels which were successful, and plays which pleased Paris. To-day he is the director of the Comedie Francaise. At 22 he was engaged by the Figaro, for which he wrote "Echos." From this time on his road to fame was easy. Novels and plays came from him quickly. "Madeline Bertin," "Noel Rambert," "La Messe Rouge," "Monsieur le Ministre" are the few books which made his name. It is worth noticing that before Du Maurier wrote hypnotic novels Claretie had dealt elaborately with questions of hypnotism and mental suggestion in "Noel Rambert" and "Jean Mornas." In all his novels, articles and plays will be found the same acuteness of thought and observation which mark him as belonging to the truest school of French literature. He deplores the new schools, the decadents, and the Belgian and German spirit that prevails in French letters to-day. "I believe," says M. Claretie, "that the wheel will take another turn before long, and that the permanent elements will assert themselves. There have ever been these periods of decadence, or whatever you please to call it, and they have always adjusted themselves. Men will arise, suspect, who will make the world laugh or weep by the eternal methods of art, and we shall get simple and sane again." M. Claretie weeps because, as he says, Hugo and Dumas, Moliere and Augier are "imbeciles."

M. CLARETIE.

Life of a Locomotive.

Some careful experiments which have been made in England prove that the life of a locomotive is about 500,000 "train miles." In other words, that a locomotive of the latest approved pattern will run 500,000 miles before wearing out so as to be useless. In making this run of 500,000 miles the fire-box will have to be renewed three times, the wheel tires five or six times and the crank axles from three to five times.

Luther's Bible.

A museum in Berlin has secured possession of Luther's Bible which he used in his study. Its margins are covered with notes in the reformer's handwriting. It was printed in Basle in 1509, and is in excellent state of preservation.

thin?

Thinness is often a sign of poor health. A loss of weight generally shows something is wrong. If due to a cough, cold, any lung trouble, or if there is an inherited tendency to weak lungs, take care!

Scott's Emulsion

of Cod-liver Oil, with Hypophosphites, is a fat-food and more. It causes such changes in the system that the gain is permanent and improvement continues even after you cease taking it. Sound flesh; rich blood; strong nerves; good digestion; aren't these worth a thought?

SCOTT'S EMULSION has been endorsed by the medical profession for twenty years. (Ask your doctor.) This is because it is always palatable—always uniform—always contains the purest Norwegian Cod-liver Oil and Hypophosphites.

Insist on Scott's Emulsion with trade-mark of man and fish.

Put up in 50 cent and $1.00 sizes. The small size may be enough to cure your cough or help your baby.

NEWS TOPICS OF A WEEK

Important Events in Few Words For Busy Readers.

The Busy World's Happenings Carefully Compiled and Put Into Handy and Attractive Shape For the Readers of Our Paper—A Solid Hour's Enjoyment in Paragraphed Information.

SUICIDES.

Mr. Robert Purdy, a well-to-do farmer of Ernesttown Township, committed suicide by cutting his throat with a razor. A short while ago deceased received a sunstroke, which affected his brain.

THE INDUSTRIAL WORLD.

Forty employes of the Grand Trunk car works at Brantford have been discharged.

A locomotive plant capable of building 200 engines in a year is to be shipped from Philadelphia to Russia.

THE AGRICULTURAL WORLD.

The Niagara Fruit Growers' Association has decided to stop doing business with commission men who refuse to remit weekly.

The egg season is opening early in England this year. Already 2,250 cases of Canadian eggs have been received at Liverpool, against 75 cases at the same period last year.

POLITICS—IMPERIAL.

None of the Parnellites will attend the Irish National Convention in Dublin, and Mr. T. M. Healy declares it will accomplish nothing.

The British Government says the Irish dynamiters were released from Portland on the advice of the prison doctor, who declared that further confinement would endanger their lives.

THE RELIGIOUS WORLD.

The corner-stone of the new French Presbyterian Church at Cornwall was laid by Rev. Mr. Amaron of Montreal.

Archbishop Begin of Quebec has issued to his clergy a circular favoring the anti-Masonic Congress, which meets next month at Trente, in the Austrian Tyrol.

There was an unprecedented attendance at the little German Catholic Church in Whitechapel, where the nephew of the King of Saxony made his first appearance as a priest and preached at high mass.

POLITICS—CANADIAN.

The Dominion House of Commons elected Mr. J. D. Edgar Speaker.

Mr. C. A. Geoffrion has been sworn in a member of the Privy Council and appointed to the Ministry without portfolio.

The formal opening of Parliament was a more than ordinarily brilliant function. The speech from the Throne read by His Excellency simply asked for the necessary supplies and repeated the announcement of the expected early settlement of the Manitoba school question, and the promised investigation of the tariff.

BUSINESS.

Another advance in freights on anthracite coal is announced.

Another shipment of gold from New York to Canada, amounting to $100,000, was made on Friday.

The Russian Government has despatched engineers to make Vladivostock a commercial port.

There is no change for the better in our commercial advices from the United States, and trade is almost entirely confined to staple lines. Reported injury to growing crops has caused a slight increase during the week in grain and cotton, and rather more favorable conditions are said to exist here and there, but there is no alteration of consequence in the general condition of business.

POLITICS—FOREIGN.

The French newspapers are making things very unpleasant for President Faure, whom they accuse of Caesarism.

A Tangiers despatch says that a plot has been discovered aiming at the dethronement of the Sultan of Morocco in favour of his elder brother, Muley Mahomet.

It is reported in Athens that the Consuls at Canea have been instructed to inform the Cretans that they must accept the concessions obtained for them by the powers or otherwise lose the sympathies of Europe.

United States Secretary Hoke Smith has resigned his portfolio. Being the only member of President Cleveland's Cabinet who supports the Democratic ticket adopted at Chicago, he is consequently out of harmony with his colleagues.

RAILROAD RUMBLINGS.

An excursion train run exclusively by women left Syracuse for the Thousand Islands.

A special meeting of the Toronto, Hamilton & Buffalo Railway Company will be held at the Queen's Hotel, Toronto, September 21st.

The C.P.R. has granted free transportation for a collection of the products of Alberta to be shown at the Toronto Industrial Exhibition.

It is reported that President Beckley, who is in England negotiating for the sale of Toronto, Hamilton & Buffalo Railway bonds, is meeting with great success.

Mayor Fleming had an interview with General Manager Hays of the Grand Trunk in Montreal, and received assurances that the Grand Trunk shops would remain in Toronto.

THE FIRE RECORD.

The West Ward school in Napanee was burned.

A big blaze at the Cincinnti, Hamilton & Dayton Railway shops at Lima, Ohio, did $60,000 damage.

Fire destroyed the exposition building and a lot of frame structures at the Buffalo Driving Park.

The steamer Fort Salisbury returned to London after the crew fighting a fire on board the vessel for ten days.

Bush fires are raging in British Columbia. New Westminster is surrounded and threatened on every side.

By the burning of Mrs. Quaife's house at Huntsville five lives were lost. Mrs. Quaife and Mrs. Phillips lost their lives in attempting to save their children. Two of Mrs. Quaife's children perished and Miss Jessie Phillips was so badly burned that she succumbed to her injuries on Sunday.

CRIME AND CRIMINALS.

Johy Daly, the Irish dynamiter, has been released from the Portland prison.

Geo. Badgeley, charged with being implicated in the death of Charles Murray, was remanded at the Toronto Police Court.

It is rumored that Gerhold, the young man accused of the murder of Joseph Henry at Rapid City, has confessed his crime.

John Crake, a Whitchurch farmer, is charged with paying his hired man Grimes $5 to set a house on fire, so that he could receive the insurance on the furniture. Mr. Crake took action against a man named Smith on a charge of stealing a trunk from him, and in consequence of that the arson charge was laid.

Mattie Overman, who figured so conspicuously in the San Francisco Brown scandal, has made a confession in which she declares that the charges against the Rev. Dr. Brown are all true.

THE DEAD.

Mr. F. A. H. Green, M.A., professor of geology of the University of Oxford, is dead.

Mr. George E. Suffel of St. Thomas left an estate of $100,000, divided between relatives.

Sir David Macpherson died on board the steamship Labrador last Sunday afternoon, while on his return to Canada from England.

Mr. Henry Wentworth Monk of Ottawa died in that city on Saturday night aged 73. The deceased was an ardent believer in the repatriation of the Jews, and wrote much on the subject of international peace.

Hon. D. W. Balfour, Provincial Secretary for Ontario, died last week at his rooms in the Parliament Buildings. His remains were buried at Amherstburg, the funeral attendance being very large and the people of his constituency showing universal sorrow.

In consequence of the frontier dispute between Bulgaria and Turkey, the Bulgarian Government has notified the Turkish Government that unless the latter appoints delegates to a frontier commission by a certain date, the Bulgarian troops will be ordered to reoccupy the positions recently occupied the Turkish soldiers on the territory which Bulgaria claims belongs to her.

KARLEY
THE
HARDWARE
MAN

KEEPS A FULL STOCK OF

Paints, Oils, Varnishes, Brushes, Window Glass, Coal Oil, Machine Oil, Rope of all sizes, Builders' Hardware, Nails, Forks, Shovels, Drain Tile, Spades, Scoops, Iron Piping (all sizes), Tinware, Agate Ware, Lamps and Chimneys, Pressed Ware, &c.
Guns and Ammunition.

Groceries, Teas, Sugars and Canned Goods—in fact we have something for everybody that calls.

Agent for the Dominion Express Co.—the cheapest way to send money to all parts of the world. Give me a call.

Athens, Jan. 1st, 1895. **WM. KARLEY**

TREASURER'S SALE OF LANDS

IN THE UNITED COUNTIES OF

LEEDS AND GRENVILLE

FOR ARREARS OF TAXES

UNITED COUNTIES OF LEEDS AND GRENVILLE, To Wit:

By virtue of a warrant issued by the Warden of the United Counties of Leeds and Grenville, under his hand and the Corporate Seal of said Counties, bearing date the sixteenth day of April, A. D. 1896, and to me directed, commanding me to levy upon the several parcels of land hereinafter mentioned and described, for the arrears of taxes respectively due thereon, together with costs, I do hereby give notice that unless the said arrears and costs be sooner paid, I will, on TUESDAY, the THIRTEENTH day of OCTOBER next, at the hour of eleven o'clock in the forenoon of that day, at the County Treasurer's Office, in the Town of Brockville, in the County of Leeds, one of the United Counties of Leeds and Grenville, proceed to sell by Public Auction so much of the said lands as may be sufficient to discharge the taxes and all charges incurred in and about the same, including the collection thereof.

TOWNSHIP OF LANSDOWNE.

DESCRIPTION.	Lot.	Con. or St.	Acres.		Taxes.	Fees and Expenses.
N E ½	5	7	50	Patented	$23 52	$3 08
S E ½	10	7	50	Patented	34 98	3 37
Ft of R ½	13	7	75	Patented	26 27	3 15
Ft pt	20	7	20	Not Patented.	39 49	3 48
	22	7	180	Not Patented.	36 02	3 40
	27	7	230	Not Patented.	42 70	3 56
N E ½	13	8	50	Patented	13 08	2 82
Ft ½	14	8	100	Patented	67 29	4 18
E ½	15	8		Patented	9 02	2 75
Ft Pt	9	9	190	Not Patented.	11 96	2 79
	14	9	200	Patented	15 18	2 87
	18	9	200	Not Patented.	13 53	2 83
E ½	8	10	100	Patented	11 75	2 79
	12	10	200	Not Patented.	96 55	4 91
	13	10	200	Patented	55 85	3 89
	14	10	200	Patented	111 03	5 27
Lorne Island, Charleston Lake			13-100	Patented	1 05	2 75
Frizzle " " "			18½	Patented	17 02	2 92
Olmsted " " "				Not Patented.	10 56	2 76
Fisher " " "			9½	Patented	9 74	2 75
S E Pt Hog Back Island, Charleston Lake				Patented	21 07	3 02
N W Pt " " "				Not Patented.	22 15	3 05
Snake Island " "				Not Patented.	12 65	2 81
Victoria Island " "				Not Patented.	5 18	2 75
N W Pt Buell Island " "				Not Patented.	8 91	2 75
Sheep Island " "				Patented	13 49	2 83

TOWNSHIP OF LEEDS.

Village Lots in Seeley's Bay (original Plan) Nos. 6 and	7	7		Patented	$56 77	$3 91
" " " " " Nos. 9, 10 28 and	29	7		Patented	12 70	2 81
" Lot " " (supplementary plan)	14	7		Patented	12 70	2 81

D. MANSELL, TREASURER.

Treasurer's Office United Counties of Leeds and Grenville, June 29, 1896.

LYN AGRICULTURAL WORKS

Fall Trade Notice

Parties wanting anything in the line of Plow Points and Plow repairs, Machinery and other Castings, Sugar Arch Castings, Cemetery Work (Posts or Railing), are informed that I am now prepared to furnish first-class Castings on short notice at lowest living prices.

Any Quantity of Old Cast Metal Wanted.

THE LITTLE GIANT—I am also making a large stock of the Improved **ROOT CUTTER**....—Little Giant Root Cutter, to which the attention is invited of those in want of such a machine For quality and quantity of work and price, we defy competition. Correspondence solicited.

GEO. P. McNISH, Prop'r

Your New Fall Hat

Buy it from me and oblige; not only will it please me, but you also will be pleased and satisfied.

My assortment of hats this fall is simply grand—that's the word—grand.

The style. Our hats bear the impress of that indescribable something known as style which distinguishes them wherever they are worn. Our styles are the very latest; they are correct; they are exclusive.

The quality is still unchanged—it is number one.—they wear like iron and keep their color like white duck.

The price is below the average or a better hat for your money than you can get elsewhere.

Buy your Fall Hats from

CRAIG - The Leading Hatter - BROCKVILLE

A Watch-bag

Made of chamois-skin, is "quite the thing," now—to keep your watch bright and new. We give you the bag of course with the watch you buy; or the bag itself costs only a nickel. Come in and get one and get acquainted with our excellent stock of jewelry, silver-ware, clocks and watches. We do all sorts of cleaning, repairing and engraving. Bring us any favorite trinket which needs to be "fixed" or brightened up.

Spectacles and Eye-glasses carefully fitted.

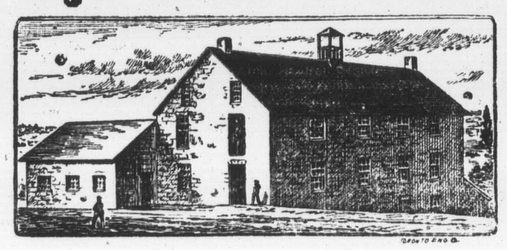
WM. COATES & SON
BROCKVILLE

We keep the

Quick-Winding Waterbury.

$4 to $25.

Lyn Woolen Mills



Have a good stock of genuine all-wool Yarn and Cloth, will be prepared to s