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ESTABLISHED 1889.

The Review,

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THE WORLD OVER.

LONDON, Sept. 19.—The torpedo boat destroyer Cobra has foundered on the North Sea as the result of an explosion. The vessel was en route from the yard of her builders, the Armstrongs of Newcastle, to Portsmouth, and carried a navigating crew of sixty men. It is reported that all are lost with the exception of about a dozen persons. The first intimation discovered was the arrival of a fishing boat at Yarmouth with six bodies which she had picked up in the vicinity of the spot where the Cobra was last seen. According to the fishermen the Cobra was signted by the lightship off Dowsing Sands yesterday morning enveloped in steam and soon afterwards disappeared. The men on the lightship supposed the Cobra had sailed away until in the evening when they observed bodies floating in the water and signalled to a fishing boat to investigate. A despatch from Middleboro says that twelve survivors of the crew of the Cobra landed there this morning and confirms the first report that all the others were drowned. The British Admiralty has received information that the explosion occurred after the Cobra struck the rock and she sank immediately.

CHICAGO, Sept. 19.—Locked up in Captain Porter's private office in the quarters occupied by the United States secret service bureau, according to Detective Gallagher, is the handkerchief in which anarchist Czolgosz concealed his revolver when firing the shots that killed President McKinley. It will be taken to Buffalo for the trial. A study of the piece of cloth by Capt. Porter has led to the discovery that it is a woman's handkerchief. It is about ten inches square, one of the corners having been burned by the explosion and powder. It is thought the handkerchief has been brought to serve as some sort of a clue.

Children Cry for CASTORIA.

NEW INVENTIONS.

For the benefit of our readers, we publish a list of American patents recently procured through the agency of Messrs. Marion & Marion, Patent Attorneys, Montreal and Washington, D. C.

72,533—John McVey, Longue Pointe, P. Q., Nut lock.

72,534—Hugh McCorquodale, Wasswa, Man., Pneumatic straw stacker for thrashing machines.

72,535—Joseph E. Malone, Winnipeg, Man., Grain drill.

72,536—William J. Dobbin, Morris, Man., Grain drill.

72,537—William J. Elder, Bounthwaite, Man., Bundle compression mechanism for harvester binders.

72,538—Fred A. Collver, Victoria, Ont., Hand corn planter.

72,546—William Brandon, Kinsmere, Man., Band cutter or feeder for grain separator or thrashing machines.

72,550—Joseph V. Martel, L'Assomption, P. Q., Apparatus for generating Acetylene Gas.

The "Inventor's Help," containing practical information for inventors and the cost of patents in the principal countries of the world, will be sent to any address upon receipt of 10 cents.

Querist—What do you consider the hardest problem of a man's existence?

Lazy—Getting his own consent to crawl out of bed in the morning.—Boston Courier.

After Work or Exercise

POND'S EXTRACT

Soothes tired muscles, removes soreness and stiffness and gives the body a feeling of comfort and strength.

Don't take the weak, watery witch hazel preparations represented to be "the same as" Pond's Extract, which easily sour and generally contain "wood alcohol," a deadly poison.

Wellington's Endurance.

Wellington on one occasion started, Sir Herbert Maxwell tells us, at 7 a. m. rode to a place 28 miles distant, held a review and was back at the place from which he had started for dinner between 4 and 5 p. m., says Goldwin Smith in The Atlantic. He galloped 26 miles and back to see whether damage had been done to a pontoon train. He rode 17 miles in two hours from Freneda to Cludad Rodrigo, where he dined, gave a ball and supped, was in the saddle again at 3 a. m. galloped back to Freneda by 6 and was doing business again at noon. He rose regularly at 6 and wrote till 9 and after dinner wrote again from 9 till 12.

It must be essential to every general and indeed to every man who is bearing a heavy load of anxious business to be a good sleeper. Napoleon was a first rate sleeper; so was Pitt; so was Brougham; so was Mr. Gladstone; so was Wellington.

At Salamanca Wellington, having given his order for the battle, said to his aid-de-camp: "Watch the French through your glass, Fitz Roy. I am going to take a rest. When they reach that copse near the gap in the hills, wake me." Then he lay down and was fast asleep in a minute. In the midst of the critical operations before Waterloo, feeling weary, he laid himself down, put a newspaper over his face and took a nap.

For Exercise Why Not Walk?

The best exercise in the world is walking.

A person who knows how to walk intelligently can get along without a gymnasium. No other form of exercise brings so many muscles into play and develops them so normally. The most popular games are those in which walking forms a prominent part. Golf, croquet and in a sense cricket and even bicycling merely give an excuse for walking.

Every one knows how to walk properly. It is because of carelessness that so many walk badly. The body should be carried erect, the chest well out, the head back, while the arms should swing freely at the sides. The pace should be regulated to one's strength.

Every one should walk fast enough and far enough to get the body in a comfortable glow. To get the best results from walking one should give his undivided attention to it. In other words, he should walk for the pleasure of it and not carry worries with him.

Excessive walking is injurious. Never walk just after a heavy meal or after violent exercise. And after a walk it is well to rest for 10 or 15 minutes before taking up severe mental work.

Lamb in Either Case.

One of the editors who read the manuscript of Henry Thew Stephenson's "Patroon Van Volkenberg" thought that the author might be a good man to know. Accordingly he wrote a pleasant personal letter, inviting a better acquaintance, and, as one of the tests of companionable fitness, inquired whether the author preferred Lamb or Milton.

Mr. Stephenson replied, acknowledging the pleasure the letter had given him and saying:

"I do not know whether you ask if I like Lamb or mutton or Lamb or Milton best, but in either case it's Lamb."

Even the reflection on the editor's handwriting could not detract from the editorial approbation of Mr. Stephenson's choice, and the new partnership of minds was immediately formed.—Youth's Companion.

Would Rather Smoke Than Eat.

"One day," writes an American in Havana, "I came across an old Cuban woman sitting disconsolately on a rock near Morro castle. She told me in Spanish that for three days she had had nothing to eat but a loaf of bread and coffee. She looked it. I gave her a Spanish dollar and followed in her wake. She entered the first cafe she came to and bought a drink and a cigar. I couldn't help laughing to see her as she walked along the street, puffing away at the weed purchased with my money. She seemed perfectly contented. The Cubans, even the women, would rather smoke than eat. They take only two meals a day, breakfast about 10 o'clock and dinner at 4 in the afternoon."

Pigeons' Nests.

A curious preference of certain pigeons for the use of metallic objects in building their nests is noted by M. Maurice Dusolier in The Revue Scientifique. He assures us that several pairs of these birds that he has observed in Paris have raised their young in nests made entirely of hairpins. These articles they collected in the paths of the Luxembourg. The young pigeons grew up normally as they would in a softer nest. M. Dusolier believes that there is a useful suggestion in this for pigeon fanciers, who are often over-anxious, he thinks, to see that their charges have soft material for their nests.

He Won't.

He—Half past 11! Isn't that clock fast?

She—I think not.

He—Well, I guess my watch is like myself—it's slow.

She—But it is not exactly like you.

He—Indeed?

She—No—it goes.

An Incorrigible.

"If there ever was a terrible child in [illegible] exasperated the worried [illegible]

"What's his particular fault?"

"Do what I will, I can't break him of the habit of telling the truth right out when we have company."

A man of few words and many deeds is like a garden of many vegetables and few weeds.—Chicago News.

DR. FOWLER'S EXT-OF WILD STRAWBERRY

FOR

CHILDREN AND ADULTS

CURES

Diarrhoea, Dysentery, Cholera, Cramps, Colic, Cholera Infantum, Cholera Morbus, Summer Complaint and all Fluxes of the Bowels.

HAS BEEN IN USE FOR HALF A CENTURY.

Harmless, Reliable, Effectual, and should be in every home.

SURE REMEDY.

Mr. F. Churchill, Cornell, Ont., writes: "We have used Dr. Fowler's Extract of Wild Strawberry in the home and always find it a sure remedy for dysentery."

USED 9 YEARS.

Mrs. Jones, Northwood, Ont., writes: "My baby, eight months old, was very bad with dysentery. We gave her Dr. Fowler's Extract of Wild Strawberry and it saved her life. We have used it in our family for the last nine years and would not be without it."

ACTION WONDERFUL.

Mrs. W. Varner, New Germany, N.S., writes: "I have great confidence in Dr. Fowler's Extract of Wild Strawberry for various diseases in old and young. My little boy had a severe attack of summer complaint and I could get nothing to help him until I gave him Strawberry. The action of this remedy was wonderful and soon had him perfectly well."

FATAL RAILWAY WRECK.

SIX PEOPLE KILLED AND 25 INJURED ON NEW YORK, NEW HAVEN AND HARTFORD ROAD.

BROCKTON, Mass., Sept. 19.—A switch not properly set brought a passenger express and a heavy freight train together with the resultant deaths of six passengers on the express train and injuries to 25 others, this afternoon, on the main line of the N. Y., N. H. & H. railroad at Avon. The express left Boston at 1.08 p. m. and it was running 40 miles an hour at the time of the accident.

Of the six persons who were killed but four have been identified. They are:

Everett E. Joyce, of Brockton, of Joyce & Fletcher, shoe manufacturers.

Dustavus Hay, jr., lawyer, of Boston.

Miss M. Winnifred Tonkin, of Oil City, Pa.

Wm. J. Coughlin, Lowell, a real estate dealer.

The two unidentified bodies which were found were those of women, one an elderly lady, very large, apparently 65 years of age, dressed in black, hair gray; the other apparently 28 years of age, with light hair, evidently a Swede. She wore a pink waist and brown skirt and on her fingers were three rings.

The bodies were taken immediately to a freight house nearby, where they were viewed by the medical examiner.

Of the 25 injured those most seriously hurt were taken to the Brockton hospital on a special train. They were:

Geo. M. Millet, Brockton, left clavicle fractured.

Chas. G. McGregor, of Middleboro, fracture left leg, collar bone broken, two ribs broken.

Miss Annie N. Keiner, Middleboro, three ribs broken.

Frank J. Cassion, Springfield, left arm broken; two ribs broken.

Frank Kermayer Bridgewater, left knee fractured; three ribs broken; lung penetrated.

Charles, W. Kelley, Providence, four ribs broken; internally injured.

Shero Noebe, all ribs of right side broken.

J. Albert Chessman, Waltham, four ribs broken, left arm broken, lung penetrated.

B. R. Mann, an alderman of New York city, right arm broken.

A. R. Jackson, Worcester, both legs fractured.

Miss Ethel Jacobs, Provincetown, right arm broken, injured internally.

Miss Helena A. Baldwin, Middleboro, left arm fractured, serious shock, in a compulsive state.

Arthur E. Davis, Chicago, spine injured; serious.

Captain Seth N. Baker, of West Dennis, Mass.

There were a number of prominent Brockton people on the train, most of whom were injured but were able to go to their homes.

The 1.08 express in charge of Conductor Cushman and Engineer Tyrell was due in Brockton at 1.43 and was one minute behind time at Avon at 1.27. A freight train of 30 cars laden with granite, coal and gravel had just been made up on a siding and was proceeding south in the same direction as the express. Engineer Sheldon, of the freight train, figures that he had four minutes to spare to get on to a side track further down. He went full speed. One of his train's crew had set the switch so that when the freight engine struck it it was turned on to the main track instead of continuing across it. Engineer Sheldon did not notice this switch quickly enough to enable him to stop his train and before he realized it the express dashed past.

The engine of the express and the baggage car got by before the freight engine reached the train but the second car was struck and turned over, being thrown down the steep embankment, landing on its side in mud. The third car, a passenger coach was dragged over and landed on its side in the ditch. The last car stayed on the track.

The cars were well filled. As the cars were instantly thrown upon their sides, many passengers fell upon each other and those underneath were forced through the windows into the mud beneath. Broken seats and heavy pieces of timber pinned them down. Many were forced through the windows and fell to the ground. They were unable to extricate themselves before the great cars rolled over on top of them. A cylinder of the freight engine was torn off and escaping steam added to the horror. Terrible shrieks mingled with the sound of the escaping steam. It was only a short time before hundreds were assisting in work of rescue.

Conductor Cushman was found under a car and badly hurt.

The scene at the Brockton station when the train carrying the injured victims arrived was heartrending. Men and women rushed about frantic to know the names of the killed and wounded. Fathers and mothers, sisters and brothers, appealed repeatedly to those in authority for information. Many had tears in their eyes. Moans and cries were heard on every side and the officials found as much difficulty in trying to keep the crowd back as they did in caring for the victims.

It is not known whether Engineer Sheldon was injured or not. He has not been seen since the accident and the railroad officials refuse to talk about the matter. It is said by those who were near the scene that he stuck to his post while his fireman jumped.

Lumbago Backs Straightened.

Don't lie around the house losing time and money because your back is stiff from lumbago. Do as thousands before you have done. Buy a large bottle of that unequalled liniment, Polson's Nerviline, and rub it frequently over the sore part. It goes at the pain, drives it out, limbers you up in no time. Nerviline is quick to relieve, never fails, never harms. Try it to-day. 25 cents.

NEW CAUSE FOR LIGHTNING.

An old colored preacher in the rural district accounted for the lightning in this way.

"Ever' time satan looks down on us de Lawd's work gains on his desires from his eyes. Dat's de lightning. En when he fall fo' his church wid it he jes' lays on hellers. Dat's de thunder."

"But, parson," said an old deacon, "what is satan in de winter time? We don' have no lightnin' den."

The preacher studied a minute and then said:

"Well, hit may be, Brer Williams, dat hell's froze over den."—Atlanta Constitution.

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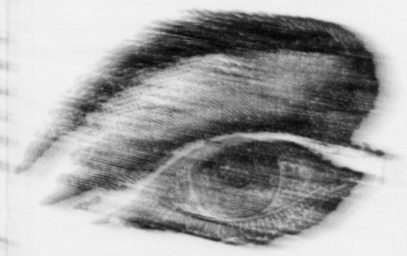

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