ENDED IN A

Another Indecisive Race Between Shamrock and Columbia.

Saturday Morning's 20-Knot Breeze Diminished to Almost Nothing-Race Called Off Five Miles From the Finish Line-Shamrock Is the Most

New York, Oct. 9 .- Old Boreas on Saturday again played battledore and shuttlecock with the great single-stickers, and the third attempt to sail the first race of the Columbia-Shamrock series for the international trophy ended in failure. The race was declared off 15 minutes before the time limit expired, with the yachts still five miles from the finish. But the vast throngs who went down to the sea to witness the battle royal were in a measure compensated by seeing a magnificent light weather duel. After three trials the experts are about as much mystified as they were at the beginning concorning the merits of the two boats. Nothing but a spanking wnoissale breeze will furnish a true test. Saturday, as on the two previous days, the course was 15 miles dead before the wind and return. So evenly matched were the beautiful, clean-limbed racers, that they rounded the outer mark like thoroughbreds, almost neck and neck, and finished after a threehour thresh to windward with the Columbia's white, sharklike nose half a length in front, and in the weather position, but so close was her green rival that the black shadow of the Shamrock's looming sails was silhouetted against the Yankee's snowy can-

SHAMROCK MORE ABLY HAN-DLED.

The talent are a good deal confounded. Some of them differ as to the merits of the two boats, but they seem unan-imous upon two things — that the Shamrock is the ablest boat that ever crossed the western ocean to lift the mug, and, what is still more important, that she is more ably handled than the defender. The superior seamanship of Capt. Hogarth and his crew was demonstrated at several critical points in Saturday's race, though to Capt. Barr and the nervy managing owner of the Yankee sloop belong the credit of ex-ecuting as brilliant and daring a piece of seamanship as was ever witnessed in a yacht race. Its recklessness caused a great deal of nervousness and anxiety; its accomplishment therefore made the pulses of the Americans beat higher with pride. It was the spectacular feature of the day, and fortune favored the brave. The Irish boat did undethe brave. The Irish boat did undenlably better work to windward. She carved her way up into the wind in astonishing style. But here again the Columbia seemed to be able 20 more than make up in footing what she lost in pointing, and as the ability of a sailing vessel is determined by her power to make headway against an adverse wind, she is the better boat by that

TWENTY-KNOT BREEZE WAS

heart of the seafaring folk who went down to the water front was gladden-ed by a suff twenty-knot blast straight the northeast that covered the upper and lower bay with a smother of whitecaps, and the excursion fleet went out to the stake boat with high hopes of a splendid day's sport. But before the fleet had reached the open, the breeze began to moderate, and the tumbling seas to spill less of their froth. Overhead the sky was unflecked, a vault as blue as turquoise, and so clear was the atmosphere that every foot of the course was visible to thousands who were watching on the Jersey hills from Navesink Highto Long Branch and Asbury Park. From the shore every movement of the race was followed by the sharps with glasses, and the result was known there long before it was flashed by wire from the cable boats. Outside the long ground swell, rolling in from the Atlantic with the tidings of the gale that had swept up the coast Friday, piled what the old salts called a lumpy sea. It brought grief to many of the sight-seers affoat. Many of them sought the seers anoat. Many of them sought the seclusions of their cabins before the vessels on which they had embarked to witness the race had weathered Sandy Hook. And all through the afternoon a majority of the remainder kept suspiciously near the rails of the

THE RUN BEFORE THE WIND. The official time of rounding the out-

A DESERONTO LADY Speaks Highly of Milburn's Heart and Nerve Pills.

They Cured Her of Fluttering of the Heart and Feeling of Smothering After Doctor's Prescription and Other Remedies Failed

If all the suffering women of this country who are troubled with heart palpitation rush of blood to the head, dizzy and faint spells, nervousness, pale and sallow complexion, pain in the back or side, headache and feeling of would only read the testimony of those who were similarly affected and follow their advice, what a change there would be in the homes of Pale pinched faces would glow with the hue of health, the drag-ging step would become elastic, the sunken lusterless eye bright, the pains and aches would disappear, weakness be replaced by strength, and drooping dispirited, worn out women would be-come transformed into perfect pictures of health by the magic influence of this

marvelous medicine.

Mrs. Irvine Hudson, wife of the wellknown proprietor of the barber shop, Deseronto, Ont., was troubled for many years with fluttering of the heart, suf-focating sensations and a dull pain around her heart which caused her

great alarm.
"These spells occurred very frequently," she said, "and I have taken doc-tors' prescriptions and patent medi-cines without number, but they did

not seem to help me.

"At last I got a box of Milburn's Heart and Nerve Pills and they have done the work. From the very first I began to improve. The dreadful spells of heart trouble became less frequent and I have continued to get better since. I am now in better health I have been for years and desire heartily to recommend these wonder-ful pills as the best remedy for all heart and nerve troubles."

Milburn's Heart and Nerve Pills are cents a box, or three for \$1 25, at all ists or sent by mail. T. Milburn

er mark was, Shamrock 1:36:25, Columbia 1:36:34, thus showing that the Shamrock rounded this mark nine seconds ahead, that she was 2 hours 15 minutes 6 seconds covering the 15 miles, while Columbia took 2 hours 15 minutes 32 seconds, a difference in favor of the Shamrock of 26 seconds on the run before the wind

Columbia made her first tack to port, off shore, at 1:38. Hogarth held on 50 seconds longer, then put Shamrock about. Then each tacked four times in three and a half minutes, Shamrock being forced about twice in that time The wind was growing lighter all the time, and the long easterly swells bothered the boats considerably when on the port tack, making them splash a good deal. At 2:15 the Columbia split tacks with Shamrock, and went off shore breeze hunting on the port tack shore breeze hunting on the port tack. When at 2:18:45 Shamrock tacked to port and Columbia a minute after to starboard, they were meeting on oppo-site tacks. It was a question of how much the Shamrock could cross the Columbia's bow. Columbia, however, tacked before the other reached her, it being evident that the Columbia was now to leeward and Shamrock in the lead. The wind frequently headed off Columbia about this time. Shamrock tacked when it did so to her. At 2:34 when Columbia tacked to port, had made twelve tacks from the outer mark and Shamrock had made one

SLOW WORK TO WINDWARD. Slowly they made their way to wind-ward during the next half-hour, each being becalmed at times for several minutes. At 3:10.30, when the Sham-rock tacked to starboard it took her 57 seconds to swing around from one tack to the other. They split tacks at 3:21, when Columbia went off shore again, looking for wind. When next they came together it was 4:10. From some positions to leeward of the yachts it looked as if the Shamrock would cross Columbia's bow by quite a large mar-gin, the Columbia beint on the starboard tack and having the right of Instead, the thousands who watched the yachts approaching each other, were astonished to see the Shamrock forced about by the Colum-bia, which yacht, when Shamrock had gone about, was on the latter's weather beam scarcely a length away. Some idea of the close sailing of these yachts on the same tack may be gathered from the fact that from 4:15 to when the race was declared off, the shadow of the Shamrock's topsail remained in almost one spot of the lee side of Columbia's mainsail.

RESULT WOULD HAVE BEEN CLOSE.

If the race had been continued to the finish, some five miles away, it would be exceedingly hard to predict the winner. Throughout the race the handling of both boats was excellent, but the balance was in favor of the Shamrock's skipper and crew.

In view of the closeness of the yachts when the race was called off, it is fair to suppose that if the finish had been there the Columbia would have crossed it ten seconds in advance of Shamrock. In that case the summary of the race for 25 miles would have been

Start-Columbia, 11:21:02; Shamrock, 11:21:19. Finish-Columbia, 4:31:00; Shamrock, 4:31:10.

Elapsed time - Columbia, 5:09:58; Shamrock, 5:09:51. Corrected time-Columbia, 5:09:58; According to this Shamrock would The early morning was full of promise for a glorious wholesale breeze. The heart of the sociaring and by twelve seconds corrected time, and an analysis of the boy's stomach lowed her five seconds for a five seconds for a five seconds.

stead of six seconds for 30 miles.

THE WINDUP. Referee's boat Galilee, 4:10 p.m.-The yachts are now so close together that the Shamrock's topsail shades on the

4:32 p.m.-The race is off. The Columbia from here seemed to be about one length ahead when the race was declared off. They were about five miles from the finish when the race was called off.

SHAMROCK IS FASTEST.

New York, Oct. 9.—Regarding Sat-urday's race, the Journal says: "While the race was unfinished, the contest was by no means as undecisive as the previous flukes, and enough is now known to convince even the most pre-judiced spectator that the Shamrock is the faster boat in light weather. As a matter of fact, judging from the Shamrock's showing on Saturday, and during her trials, she will probably beat the Columbia, and the cup is as good as lost, unless there is a marked improvement in the American boat's canvas before Tuesday's race. To be plain, the Herreshoff cross-cut sails are absolutely no good on a big boat like the Columbia, and one day's use pulls them all out of shape. Even with proper canvas, the Shamrock should win on her speed alone, unless her triumvirate of skippers spoil her

SHAMROCK STOCK RISES. The Shamrock stock has, taken another rise. There is a feeling about town that the historic cup is in greater danger than ever. The more Satur-day's performance is considered and discussed, the less encouraging it seems to the American yachtsmen. The Shamrock is a wonder in light weather. She handles splendidly, and there are men on board who know how to do the handling. The feeling of the American yachtsmen that the challenger was en-tering the race unprepared and untried has disappeared. They have seen her fit for the struggle, and they know that she is ready to do her best. In response to an inquiry made as to what was being done by way of preparation, her managers said "Nothing." "There she is, ready for the gun." The other side is still confident, but it must be admitted that the backers of the green boat are showing the most hope. They say they know what she can do in heavy weather. It only required these days of drift to convince them that she was just as good in light airs. The Columbia people are not unhappy by any means, but confidently assert that the cup stays. But they know that there will be no walkover

WILL SAIL EVERY DAY. By a mutual agreement between the York Yacht Club and the Royal Ulster Yacht Club, the Columbia and Shamrock will sail every day after next Thursday until the question of supremacy is decided.

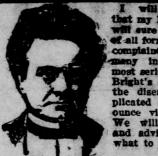
Mr. Jacob Scandrett, of Ilderton, has disposed of his hotel there to Mr. Robert Graham, of Strathroy. The license commissioners of East Middlesex will meet on the 14th to consider the transfer of the license to Mr.

Graham.

Mr. John J. Blake, an old resident of South Dorchester, died the other day at his residence there, in the 82nd year of his age.

An ostrich cannot kick backward. When the time has come for the bird to be despoiled of its feathers, its head is inserted in a bag and the plucker stands behind his victim. A blow from its foot has vigor enough to

Russian photographers shame de-linquent customers by hanging their pictures upside down in their glass Dr. Chase's Ointment, 60 cents a box, cases. This method soon compels at all dealers, or Edmanson, Bates &



complaint and in many instances the most serious forms of Bright's disease. If the disease is complicated send a four-ounce visi of urine. We will analyze it and advise you free what to do.

MUNYON.

Boy in Detroit Dies of Alcoholic Poisoning.

Penitentiary Guard Gets a Finger Shot Off-Young Woman Burned to Death.

BURNED TO DEATH. Fostoria, Mich., Oct. 9.-Miss Ella Potter, about 30 years of age, living with her mother one mile northeast of this place, met with a fatal accident Saturday morning while kindling a fire. It is supposed that she got kerosene on her clothes, and as she struck a match to light the fire, the match reached her clothes. She was in a blaze in a moment. She died in great agony before assistance could reach

Corning, N. Y., Oct. 9.—On Wednes-day, George Todd, one of the striking coal miners at Arnot, Pa., came to Corning and got drunk. At night he was found asleep in the Erie yards. He lay across the track on a switch and would have been cut in two had he not been discovered by one of the employes. He then moved to another switch and lay down, falling asleep with his left leg across a rail. A switch engine came along and passed over his foot. It was found necessary

to amputate just above the ankle. Corning, N. Y., Oct. 9.—William H. Cleveland, night yardmaster of the New York Central Railroad Company, was instantly killed on the road early Wednesday morning. He was caught between the bumpers of two cars and crushed to death. He attempted to help his men making up a train and while adjusting a patent couple, was caught by the cars pushed by the

BOY KILLED BY RUM. Detroit, Oct. 9.—Drink cut short the career of Frank Barowski, 6 7-year-old boy, who lived with his parents at 151 Illinois street. The boy and some playmates found a barrel of rum in a barn In the rear of Frank Freda's saloon, and when found young Barowski was unconscious. Saturday morning he

Kingston, Ont., Oct. 9.—Thursday evening, while Ross Davis, a guard in the Kingston penitentiary, was proceeding homeward, he attempted change a self-cocking revolver from one pocket to another, with the result that the weapon was discharged, the bullet severing the index finger of the left hand close to the hand.

KILLING OF A WENDIGO. Rat Portage, Oct. 9.—The Indian authorities have dispatched an expedition to Cat Lake, away up north, to try and capture an Indian called Crazy Man, on the charge of killing the devil, or, at least, what he thought was his Satanic majesty incarnate, in the person of a half-witted Indian that the t ibe fully believed was a Wendigo (evil spirit). If Crazy Man is caught he will be brought to Rat Portage for

BRAKEMAN KILLED. Toronto, Ont., Oct. 9.—Albert Vanderfort, of this city, a brakeman on the Grand Trunk, on a run between Toronto and Belleville, fell under the wheels of a train at Newtonville, Saturday night. He died as he was being brought home on a train. FATAL RUNAWAY.

Lindsay, Ont., Oct. 9.—The two-and-a half-year old child of Jos. Murdock, in the employ of the Rathbun Company here, was struck by a runaway team Saturday, receiving injuries which caused his death within a few hours. LOST TWO FINGERS.

Kingston, Oct. 9. — Cadet Gwyn, of Dundas, son of Lieut.-Col. Gwyn, met with a painful accident in the mechan-ical department of the Royal Military College Friday evening. He was using a circular saw, and in some accidental way the first two fingers of his right hand came in contact with the saw. The top joint of both are completely

WAS WALKING ON THE TRACK Chatham, Ont., Oct. 9. - John Reid, a bachelor, aged about 73 years, lived with Thomas Baggard at Bridge End, was instantly killed on the L. E. and D. R. R. tracks, near Fargo, Sat-urday morning. The old man was go-

A FARMER **INDORSES** Dr. Chase's Ointment The Only Guaranteed Cure For ITCHING PILES.

Mr. James McBurney, farmer and veterinary surgeon, of Embro, Oxford county, states:
"I was troubled with itching piles,

and after riding they would get very sore, and bleed, so much so that I was in terrible pain. For nine years I endured this torture, and can safey say that I have tried every remedy one could mention.

"Hearing of Dr. Chase's Ointment and knowing of the exceptional merit of the doctor's recipe book, I decided to try the ointment. To my surprise I was cured by one box, and have never been troubled since, though that was two years ago. I am strong and well, and always recommend Dr. Chase's Ointment to everyone troubled with piles. It is worth it's weight in gold and well known all through the coun-

TWO SUDDEN DEATHS

Omemee, Oct. 9.—John Boat, a young farmer of Emily township, a few miles east of here, was taken suddenly ill Saturday and expired before medical

aid could be obtained.

Mrs. Magee, whow of the late Thos.

Magee, also a few miles east of Omenee, dropped dead early Saturday morning while in the performance of her domestic duties.

RICH DEPOSITS OF IRON ORE

The Equitable Mining and Developing Company, Limited, of Ontario, Formed to Develop Iron Deposits Near Kingston-Financial and Business Men Interested-Preferred Stock To Be Placed on the Market.

Toronto, Oct. 7-(Special)-A great deal of comment has been occasioned in mining and commercial circles here by the announcement that a company of financial and business men belonging to the province have taken over the rich deposits of iron ore recently opened up near Kingston, and that large contracts have already been made with the Hamilton smelter for the smelting of the ore. It is thought that the development of the Frontenac iron deposits on such a large scale as that on which the new company will carry on its operations will have an important effect on the production of pig iron in the province. It is said, on the best of authority, that owing to the government bounty of \$1 per ton on iron made from Ontario ore, the company will receive through its extensive contracts with the Hamilton Steel and Iron Company a profit of \$2 per ton, after deducting all expenses of mining

and shipping.

Ever since the report of Prof. A. B.

Wilmott, of McMaster University, upon one of the deposits was issued the iron mines in Frontenac have been the object of much interest to local operators. According to the report which has just been made public the iron deposits consist of a hill about 100 feet above a lake which is a part of the Rideau Canal system. This fortunate circumstance of location giving the owners an all water route from the mines to the smelter. Prof. Wilmott states that there are two openings on the face of the cliff which shows the thickness of the ore bed to be respectively eight feet and twelve feet. These openings are 135 feet apart and there is every probability of the ore being continuous between them. The ore already in sight, with no development, is 135 feet long, 30 feet wide, and averages 10 feet thick. As the hill averages 200 feet wide, and in-dications of ore are found 800 feet apart there is a probability of finding, the report states, at least, one hundred thousand tons. Prof. Wilmott and Mr. J. B. Cochrane of the Royal Millitary College at Kingston, both made an-alysis of the ore and have reported

that it runs from 51 per cent to 65 per

cent in metallic iron.

So much confidence is placed in the prospects of the company here that its dividends on the preferred stock have been absolutely guaranteed by the Trusts and Guarantee Company of this city. The Equitable Mining and Development Company of Ontario, which controls the mine, is capitalized at \$1,000,000, in shares of \$1 each, of which 150,000 shares are preferred stock. This preferred stock will, it is said, be placed on the market immediately, and cumulative dividends of 8 per cent per annum, payable quarterly, have been guaranteed by the financial corporation mentioned, which has issued a statement to that effect. The Equitable Mining Company has on its directorate a number of very prominent men, including Mr. Donald Mackay, vice-president of the Ontario Bank; Sir Thomas W. Taylor, Alexander Manning, F. B. Polson, Edgar S. Reada, all of Toronto; William H. Comstock, M.P., of Brockville; Byron M. Britton, M.P., and James Swift, of Kingston, and Orlando R. Sprague, the mine-owner of Malone. The stock will, it is said, be in a short time listed upon the Toronto Stock Exchange, and the subscriptions for the guaranteed stock will close here on Friday next. at the offices of the Trusts Company.

Give Holloway's Corn Cure a trial. It removed ten corns from one pair of feet without any pain. What it has done it will do again.

The assessed valuation of Boston is \$1,036,690,578, and the value of the property exempt from taxation is \$172,926,678.

LIFE SAVED.—Mr. James Bryson Cameron writes: "I was confined to my bed with inflammation of the lungs and was given up by physicians. A neighbor advised me to try Dr. Thomas' Eclectric Oil, stating that his wife had used it for a throat trouble with the best results. Acting on this advice I procured the medicine, and less than half a bottle cured me; I certainly believe it saved my life. It was with reluctance that I consented to a trial, as I was reduced to such a state that I doubted the power of any remedy to do me good.

Hotel chambermaids are unknown in Mexico. Men make the beds and keep the rooms in order.

ANGOSTURA BITTERS were pre-pared by Dr. J. G. B. Siegert for his private use. Their reputation is such today that they have become generally known as the best appetizing tonic Beware of counterfeits. Ask for the genuine article, manufactured by Dr. J. G. B. Siegert & Sons.

INVESTIGATION BEFORE INVESTMENT

is wise. Send for our Prospectus, see what we are offering, what are our prospects for Dividends, what guarantee we can offer that your money will be wisely and properly used, and THEN (we advise NOT TILL (we advise NOI THEN) invest in our stock if it appeals to YOUR good judgment.

The Scottish-Canadian Mining and Developing Co., of B. C., Ltd.

E. WELCH, Man.-Dir., 169 Dundas St., London, Ont. DR. W. J. TEASDALL. Pres. T. H. LUSCOMBE, Sec.

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The Times. "DRINK NOTHING but Natural Mineral Water, such as Apollinaris, free from all vegetable poisons."

Boston Journal.

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> Plain UNTARRED Strawboard, FOR SHEATHING.

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Railways and Navigation MICHIGAN CENTRAL "The Niagara Falls Route."

National Jubilee Convention of the Christian Church,

Tickets will be issued Oct. 12, 14, 16 and 17, at

\$10.70

for round trip, limited to return leaving Cin-cinnati not later than Oct. 21, with privilege of extension of return limit to Nov. 15.

All information and tickets at City Ticket JOHN PAUL, City Passenger Agent. O. W. RUGGLES, General Passenger and Ticket

New York to Liverpool via Queensiown GERMANIC, Oct. 11..... Noon OCEANIC, Oct. 18 Noon CYMRIC, Oct. 24......Noon *S.S. MAJESTIC, Oct. 25...... *S.S. TEUTONIC, Nov. 1......Noon
*S.S. GERMANIC, Nov. 8.....Noon *Excellent Second Cabin accommodation on these steamers.

Rates as low as by any first-class line. Berths secured by wire if desired.

E. De La Hooke, Sole Agent for London, "Clook" Corner.

ALLAN LINE. Royal Mail Steamships. For Liverpool, Calling at Moville, Californian. Oct. 12, 6 a.m.
Tainui Oct. 19, 9 a.m.
Parisian Oct. 26, 6 a.m.
Bavarian (new) Nov. 2, 9 a.m.
Californian Nov. 9, 6, a.m.
From New York to Glasgow—State of Nebraska. Oct. 14; Laurentian, Oct. 21; Mongolian, Oct. 28.

Oct. 28.

RATES OF PASSAGE.

First cabin, \$50 and upwards. Second cabin \$35. Steerage, \$22 50 and \$23 50. New York to Glasgow. First cabin, \$47 50 and upwards. Second cabin, \$30. Steerage, \$23 50. Reduction on first and second cabin return tickets. London agents—E. De la Hooke, T. R. Parter, E. B. Clanke.

Railways and Navigation

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E. DE LA HOOKE, City Passenger and Ticket Agent. "Clock" corner Richmond and Dundas streets.
M. C. DICKSON, District Passenger Agent.

On and after Monday, June 19, 1899, the trains leaving Union Station, Toronto (via Grand Trunk Railway) at 9 a.m. and 9:30 p.m., make close connection with Maritime Express and Local Express at Bonaventure De pot. Montreal, as follows:

The Maritime Express will leave Montreadaily except on Saturday, at 7:30 p.m., for Halfax, St. John, N. B., and points in the Maritime Provinces. It will run on Saturday to Levis only, stopping at St. Hyacinthe and other

points.

The Maritime Express from Halifax, St. John and other points east, will arrive at Montreal daily, except Monday, at 5:30 p.m. The Monday train will be from Levis and intermediate points.

The Local Express will leave Little Metic daily, except Saturday, at 4:25 p.m., and Levis daily at 11:45 p.m., due to arrive at Montreal at 6:30 a.m.

Through sleeping and dining cars on the Maritime Express. Sleeping cars on Local Ex-

VESTIBULE TRAINS.

The Intercolonial Railway gives the finest train service between Montreal and the magnificent tourist country in Eastern Quebec and the Maritime Provinces. In this route are included Quebec City, Hiviere du Loup, Cacouna, Metis, the Metapedia, Restigouche and other great fishing rivers, the Baie de Chaleur, Prince Edward Island, Cape Breton, and many other desirable places for a summer outing at a moderate cost.

The vestibule trains are new and are equipped with every convenience for the comfort of the traveler. The elegant sleeping, dining and first-class cars make travel a luxury within the reach of all.

Tickets for sale at all offices of the Grand Trunk system, at Union Station, Toronto, and at the office of the General Traveling Agent.

William Robinson, General Traveling Agent, 19 York street, Rossin House Block, Toronto, II. A. Price, District Passenger Agent, 124 St James street, Montreal.

fishing industry measure 7,000 fathoms long, or about 80 ordinary miles, having 4,680 hooks, the whole costing, in some cases, 6200 or 2300