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HANGES.

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The Raid That Was a Failure

How Japanese Sealers Suddenly Changed Their Plan At the Rookeries.

Boscowitz Returns—Why Indians Will Not Wash Their Hands

A short time ago accounts were given of the arrival of three Japanese sealers who had been blown to St. Paul island in the Behring sea, after being lost from their schooner. The Japs were sent down to Seattle, whence they were returned to Japan. These Japanese were certainly diplomats, according to a story brought from Ounalaska by one of the quartette of sealing schooners which arrived yesterday. The story is told by some of those on board the revenue cutter Manning, and in effect, it tells of a projected raid on the rookery at St. Paul. The three Japs were landed from one of the Marus—she was formerly the schooner Henry Dennis, but now has an unpronouncable Jap name—and the schooner lay off the island to await the return of the boat's crew, which was to stealthily club the seals. Suddenly a revenue cutter was seen through the fog, and the Japanese schooner lost no time in "diving into the smother, as a rabbit dives in her whins." The cutter gave chase, but the schooner was lost in the fog.

The three Japanese sealers were left behind with their boat hauled up on the beach, and when they saw the schooner speed away they quickly took in the situation, and their quick wit saved them. The cutter did not return to St. Paul island after chasing the schooner, and leaving two of the hunters with the boat, the other Japanese went to look for assistance. They changed their plans about clubbing seals. Some of the Aleuts of the Commercial company's settlement on the island were found, and to them the innocent Jap unfolded his tale of woe. Lost from their schooner far away to the westward of the islands, after the vessel had been blown into the Behring sea from the neighborhood of Attu island, the Jap said, he and his companions had drifted in their open boat with a scant supply of food, until they finally brought up on St. Paul. Could anyone give them assistance?

Poor unfortunates! Of course there was assistance for them, for sympathy knows no race, and the kindly Aleuts found the other two sealers, and the trio was taken to the village, where they were well treated until a steamer came in, and then they were sent down to Seattle, where, through the good offices of their consul, they were shipped out to Japan. The raid never came off, but the Japs escaped the prison for the attempted raid, and with a merry twinkle in their eyes will probably tell a story of some simple-minded people to their shipmates when the old-time Henry Dennis returns to Japan.

One of the four schooners which returned to port yesterday morning was the top-liner of the fleet, the Otto, Capt. Goose, which struck a pup-bank to the southwest of the islands, and her hunters did some good work, although the seals—thanks to the guns of the Japanese—were somewhat wild. She brought 822 skins. The Arietis, which was expected to have a catch about as large as that of the Otto, brought in 524, the Umbrina had 534 and the Penelope brought in 519 skins. The schooner C. D. Rand was spoken off Cape Cook on the 26th, bound into Quatsino to land her Indians with 590 skins, and the Triumph is on her way into port with about 520.

The Umbrina brings news of the loss of two of her hunters, two Kyuquot Indians, named Vincent and Peter. They were lost from the schooner when she was about 150 miles to the northeast of the islands, on the 22nd of September. The weather was not very heavy at the time. This brings the list of lost for the season to four, two Indians having been lost from the Geneva. The Umbrina brought in three branded skins, one being a small pup, the skin of which was terribly mutilated by the brander. The Arietis also had two branded skins.

The Arietis reports a rough trip down from Unimak pass. On October 9, when about 250 miles out from Unimak, she encountered a hurricane, the wind first blowing hard from the southeast and then veering to the southwest, and the schooner labored heavily in the cross-seas occasioned by the change of the winds. Six oil bags were put out.

The Behring sea catch will be about 300 skins less than was expected, for two of the schooners which arrived yesterday, have a lower take than was reported. All the vessels are now in except the C. D. Rand and Triumph, and both have been spoken. With their catches the Behring sea catch will amount to 10,256 skins, an average of 427 and one-third to the schooner. The total season's catch will amount to 22,933 skins for 39 schooners, including the British Columbia coast, Japan and Copper island coasts and the Behring sea catches.

THE COAL TRADE.

Thirty-Seven Sailing Ships to Carry Coal from Australia.

J. W. Harrison, of San Francisco, in his coal circular for last week says:

"During the last week there have been three coal deliveries from Washington, 10,000 tons; two from British Columbia, 4,650 tons; one from Oregon, 420 tons; one from Swansea, 3,100 tons; two from Australia, 5,570 tons; total, 23,740 tons. This is a smaller amount than our average requirements call for, but for the moment there are no complaints being made by consumers, that their orders are not being filled. Some recent charters have been made for steamers to carry our coast product to this market; these combined with our regular carriers will keep the market here fully maintained with fuel. The chartered list of coal carriers from Australia now foots up 37 vessels, with a carrying capacity of nearly 100,000 tons. A number of these vessels will not reach here this year. There may be somewhat of a scarcity of coal this winter for domestic uses, still, if consumers cannot get grades they have been heretofore accustomed to burn, they will be forced to use other substitutes. This shortage will be brought about by the accident occurring to the Wellington colliery in British Columbia."

MOVEMENTS OF SAILERS.

Garsdale Goes to Vancouver—Forester and St. David Go to Sea.

The ship Garsdale, which has discharged 1,400 tons of general freight in very quick time at the outer wharf, left for Vancouver last night to discharge the balance of her cargo at that port. She is chartered to load wheat at Tacoma for the United Kingdom with the usual European options, the rate paid being £2. The schooner Forester, which since her arrival from Pender island with a cargo of 191,408 lineal feet of mining props for Santa Rosalia, has been waiting a crew in the Royal Roads, was towed to sea last night. The ship St. David passed out yesterday from Chemainus in tow of the tug Lorne, bound to Port Townsend to ship her stores before proceeding to sea on her voyage to Adelaide, Australia. She has a cargo of 120,000 feet of lumber. The ship Ballachulish, which is discharging her ballast in the Royal Roads, is expected to proceed to the Fraser on Saturday to load her salmon cargo.

SURVEY VESSELS.

U.S.S. Gedney Calls on Her Way Down from the North.

The United States survey steamer Gedney arrived in James bay yesterday morning on her way down after her season's work in Icy straits and Cross sound. The survey steamers Patterson and McCulloch came down with her, the former from Cross sound, where she was working, and the latter from the Aleutian islands. The findings of the surveyors have not been adduced yet, but according to the master of the Gedney, no radical changes are to be made in existent charts as a result of the surveys. The Patterson and McCulloch proceeded to Seattle without calling here. The lighthouse-tender Manzanita called in yesterday morning for a short stay. The British survey steamer Egeria was sighted in Queen Charlotte sound.

BOSCOWITZ RETURNS.

Indians Who Will Not Wash a Hand That Shook the Duke's.

Steamer Boscowitz returned last night from Naas and way ports, after landing the greater part of her salmon cargo at Vancouver and Steveston. She brought about 30 passengers, many of whom debarked at Vancouver. From Port Simpson the Boscowitz brings a story that is told of the Indian chiefs who were presented to Their Royal Highnesses the Duke and Duchess of Cornwall and York on their visit to the Coast. The Indian chiefs, it will be remembered, presented an ancient curio, the "Kiti-shamorgat," or "Hat of the Chiefs," to the Duchess, and Their Royal Highnesses shook hands with the chiefs. Since that long-to-be-remembered hand-shake, the Indians all declare that the hand that shook that of the King's son shall not be washed. And the hands therefore remain unwashed.

From Kitamaat news was brought of a fire on the rancherie, the houses of two Indians being destroyed. The recent storm in the North did not blow down the church at Inverness, as was reported. The building was twisted on its foundations, but it still stands. When the Boscowitz left there for the south, there was a large number of telegraph construction men at Port Essington, having arrived on the last trip of the steamer Hazelton, which has now been tied up for the season. The steamer Tees was seen at the Skeena, upbound, when the Boscowitz sailed south, and is expected to reach Vancouver today, bringing the telegraph party.

Included among the passengers on the Boscowitz was M. K. Rogers, owner of the rich copper property on Observatory inlet, which is being developed with a good force of miners. He was accompanied by Mrs. Rogers, S. C. Rogers, a brother who is connected with some Mexican mines, and who made the trip to look over the Observatory Inlet copper property, which is said to be one of the best in British Columbia. J. M. Evans, the assayer of the company, and A. S. Going, P. L. S., and party, who have been surveying the mining claims, also accompanied Mr. Rogers. Other passsengers were H. Steele, who is working a quartz claim at Kitamaat, and his daughter; G. W. Deville, manager of the Mill Bay cannery; H. Fraser, of the Princess Royal cannery; H. Snow, a Skeena river prospector; and Messrs. French and McPherson, two Hudson's Bay employees from the interior.

The Boscowitz brought 1,000 cases of salmon as well as a miscellaneous freight to this port. The salmon is for the British ship Chas. Cotesworth at the outer wharf, which is expected to complete loading today.

The Boscowitz will sail for the North again on Saturday night.

THE WHALING FLEET.

Two Whalers Return to San Francisco From the Okhotsch Sea.

A despatch from San Francisco says the whaling barks Charles W. Morgan and Alice Knowles have arrived there from the Okhotsch sea, the former with a catch of 5,000 pounds of bone, 1,100 barrels of sperm oil, and 150 barrels of whale oil, and the Alice Knowles had 1,050 barrels of sperm oil and 150 barrels of whale oil, in addition to that sent home in the spring. The California was spoken on September 13 with 1,100 barrels.

Steamer Valencia arrived at Seattle from Nome, reports that on October 22, the whalers Norwald, Karluk, Alexander and Bowhead were at Dutch harbor. The cutters Manning and Thetis were also there.

THE 'FRISCO LINERS.

City of Puebla Arrives From the South and Umatilla Sails.

Steamer City of Puebla arrived yesterday morning from San Francisco, with 70 passengers, 18 of whom debarked here. Included among these passengers was A. M. Burns, editor of the Vancouver Province. The steamer landed an average amount of freight here. Steamer Umatilla, which sailed for the south last night, took the following passengers from this port: Mrs. C. M. Claxton, Miss E. R. Claxton, L. Pacaud, L. Long, Miss A. R. Claxton, Miss V. P. R. Claxton, Mrs. M. A. Glass, Mrs. F. W. Sevale, Mrs. G. A. Helmore, Frank Lewis, P. Milward, Geo. Anderson, Myrtle Smith, Howard Smith, Mrs. H. B. Smith and Mrs. D. B. Walbran.

Within the next two weeks the steamer Walla Walla will lie up in Seattle at Moran's, where she will be given an entire overhauling and besides receive new boilers. It is expected that the work will take at least six weeks, and the cost will be in the neighborhood of $100,000. While the Walla Walla is out of commission her place on the San Francisco route will be taken by the steamer Queen.

THE GALE'S DAMAGE.

Schooner E. K. Wood Floated After Being Ashore on Smith's Island.

Monday night's storm did much damage. Not only were the steamers Valencia and Queen swept by waves when on their way in from Nome, but the schooner E. K. Wood was driven ashore on Smith's island, up the Sound. The steamer Garland on her arrival here yesterday reported having encountered a terrific sea, which washed her decks and flooded her cabin, after rounding Point Wilson en route to Port Angeles from Port Townsend. She was compelled to put into Fort Warden and tie up at the government dock, where six passengers deserted her and walked back to Port Townsend. The steamer Chehalis lost three large scows belonging to the Eldazo Island Canning company off Point Partridge. The bark Hesper, which sailed into the Straits from Shanghai during the storm, had a narrow escape from colliding with one of the outbound colliers during the storm. The collier saw flash lights from the bark just in time to change her course and avoid collision.

The tug Richard Holyoke, which came here early yesterday morning for the Richard III, reports that the schooner E. K. Wood was towed off the shore on Wednesday afternoon by the Holyoke, Sea Lion, Magic and Dolphin. The tugs hooked on in the morning, but the tide fell too fast. On the flooding of the tide in the afternoon they tried again with success. Capt. Hansen, of the schooner, was trying to make Fairhaven when he hit the beach on Smith's island. When passing the island a heavy squall struck the vessel and, with the amount of sail she was carrying, she became unmanageable. The captain attempted to jibe, but the schooner would not answer her helm and brought up on the land. The place she struck was on a sandspit on the northeast side of the island. The heavy seas which were running all day Tuesday had a fair sweep at the vessel and she pounded hard. Her rudder and part of her keel were torn off and, had not the wind subsided, the damage would have been much greater. The schooner will have to dock for repairs before she again gets to sea.

OVERDUES.

Boat Found From Ship Hyderabad Causes Anxiety for Her.

There is some fear in shipping circles that the British ship Hyderabad, which left Newcastle for San Francisco on October 26, has foundered in a terrible gale which raged off the coast of New South Wales on October 28. One of the Hyderabad's boats was found by a tug. The news was cabled to London, and from thence to this city. The Hyderabad was laden with coal.

The British ship Craignair has been withdrawn from the overdue list. She is bound from New Caledonia to Philadelphia and has not been heard from since she left the former port 211 days ago. She has been reinsured at 90 per cent. Her withdrawal from the overdue list means that she is no longer considered insurable. After three weeks, if nothing is heard of her in the meantime, she will be given up as lost and the insurance on her will be paid. The usual run from New Caledonia to Philadelphia is of about 150 days.

WIRE TO DAWSON.

Reported Working Again—Vancouver's Police Force—Deaths.

Vancouver, Oct. 31.—(Special)—The Yukon telegraph wire is working. A violent storm recently swept through the country between Hazelton and Telegraph Creek, uprooting hundreds of trees and playing great havoc with the wires. Every tree is packed high up with snow and the traveling of the repair men is extremely arduous, not more than four miles a day being accomplished. Thus the great delay in repairing the line.

The chief of police having inquired into the fight which took place in a saloon between Detective Wylie and Policeman Porland, has recommended that the men, who were suspended, be reinstated after being severely reprimanded by the council. Mention of Detective Wylie's "invaluable services" was made by the Mayor in referring to the chief's recommendation. The police committee have insisted upon passing upon the affair, however, and the chief's recommendation has been referred to that committee.

There were 25 interments in the city cemetery during October. This corresponds exactly to the number of interments for the month of October, 1900. It has been ascertained that during 1900 the death rate in Vancouver was 14 in every 1,000. Of these 115 out of a total of 334 were born in the city; 46 in Ontario; 37 in Japan; 35 in China; 21 in England and 14 in the United States.

A large audience witnessed the "Bar Z" melodrama last evening.

RISE IN DISCOUNT.

Due to Financial and Trade Depression on Continent of Europe.

London, Oct. 31.—The Morning papers commented editorially upon the somewhat unexpected rise in the rate of discount of the Bank of England. The increase is generally regarded as due to the financial and trade depression on the Continent, which has caused large withdrawals of gold recently for Germany, and especially to a fear that France may find it advisable to withdraw the large balance held in London in order to provide for the new loan. In point of fact, such a drain of gold had already begun and it is considered that the bank has exercised prudence in putting a timely check upon the movement.

RIPE OLD AGE.

Death of a Woman Born Over a Century Ago.

London, Oct. 31.—Mrs. Elizabeth Hanbury, who was born on June 9, 1793, is dead. She was a cousin of Sir Thomas Sanderson, permanent under-secretary of state for foreign affairs, and Sir Percy Sanderson, British consul-general at New York. Mrs. Hanbury was notable half a century ago in anti-slavery and prison reform and other philanthropic matters. She could see to read and write up to her 100th year. She spent the last year of her life mostly in bed.

SMALLPOX IN MONTREAL.

Spreads in a School in the Suburbs.

Montreal, Oct. 31.—Smallpox has broken out in St. Elizabeth seminary, St. Henri, attended by 500 pupils. The building was closed and now three of the brothers (Freres de L'Instuction Chretienne) are sick with the smallpox. It made its appearance in eight or nine families, and altogether about 25 persons are down with it.

RICE MURDER TRIAL.

Evidence All in and Counsel Address the Jury.

Toronto, Oct. 31.—The addresses of counsel in the Rice trial were concluded this evening and the court adjourned till the morning, when Judge Falconbridge will charge the jury.

PROSPEROUS WINNIPEG.

Clearings Show an Increase of Six Millions in October.

Winnipeg, Oct. 31.—(Special.)—The Winnipeg clearing house returns for October show an increase of nearly six millions as compared with October, 1900.

INCREASED RECEIPTS.

Montreal Customs Returns Larger Than For Last October.

Montreal, Oct. 31.—The customs receipts for the port of Montreal show an increase of $168,129 for October this year, compared with the same month last year.

SMOKED TO DEATH.

Lit a Fire in a Stove Without a Pipe.

Alexandria, Ont., Oct. 31.—Coal gas killed A. J. McDonald and rendered his wife unconscious last night. The old couple had lit a fire in a stove without pipes, after having closed up all the windows, doors, etc.

HARRISON-HARDING.

Vancouver Man Married at Lindsay, Ontario.

Lindsay, Ont., Oct. 31.—William Milner Harrison, of Vancouver, son of the late Dr. Harrison, a former premier of Manitoba, was married yesterday afternoon to Miss Jean Talbot Harding, eldest daughter of Judge Harding, of this place.

C. P. R. FREIGHT WRECK.

Three Men Injured in Accident East of Brandon.

Winnipeg, Oct. 31.—(Special.)—The regular freight coming West on the C. P. R. was wrecked three miles east of Brandon at noon today, and three men were injured, but not seriously. The injured are James Quinn, John Quinn and Albert Coultry, all train hands.

The British Columbia Permanent Loan & Savings Company has sold 25 shares of Class "A" Permanent stock, within the last few days at $123.00 per share, and now have only 20 shares left at this price.

The Rossland Mine Troubles

Labor Department Asked By Union to Endeavor to Effect Settlement.

Canada's Trade Shows Healthy Increase—Canadian Scout Killed in South Africa.

From Our Own Correspondent.

Ottawa, Oct. 31.—W. Mackenzie King, deputy minister of labor, has received an invitation from the executive of the Miners' Union at Rossland to go to that town to endeavor to settle the dispute between the miners and mining companies, which have been in progress for the last three months. Under the conciliation act, Mr. King cannot intervene in any dispute except on the invitation of both parties. In this case the miners having asked that he should intervene, he has decided to endeavor to bring about an amicable settlement, and will leave for Rossland probably tomorrow. Mr. King telegraphed both employees and employers of his intention to go out.

The customs returns for the month closing today show an increase of $200,879.

W. Haultain, brother of the Premier of the Northwest Territories, has been appointed deputy registrar of Yukon district, in succession to A. Dunn, removed.

According to figures supplied the Commissioner of Agriculture, the export trade in bacon, pork and hams from Canada has grown from $645,360 in 1890, to $11,829,000 for the year ending June, 1901.

The Duke of Cornwall has consented to become honorary colonel of the 43rd Regiment. The name of the corps will be changed to the Duke of Cornwall and York's Rifles.

The Governor-General received a despatch today stating that Sergt. J. E. Pemberton, a Canadian scout, was killed in action on Sunday last at Ferspesabricken. His next of kin is Prof. Pemberton of Halifax.

Applicants for South African war medals are requested to forward their certificates of discharge with their applications in order to facilitate identi-

KAMLOOPS IMPROVEMENTS.

From Inland Sentinel.

In one way and another over $150 have been expended in Kamloops this year for new buildings, improvements to existing structures and public works. The chief item of expenditure, of course, is in connection with the new Thompson river bridge, which, when completed, will have cost somewhere in the neighborhood of $45,000. The contractor for the bridge is Mr. D. Bain, of New Westminster. The next largest outlay is in connection with the new power house and reservoir, representing a total expenditure of about $35,000, of which $16,740 will be expended in actual building and construction operations.

RED MOUNTAIN ROAD.

From Rossland Miner.

Work is progressing rapidly in connection with the improvements to the Red Mountain railroad. The track-laying gang has replaced the old rails with 80-pound steel to within a short distance of Sheep Creek station, and as the road bed is level for a considerable stretch past that point, the work will go ahead faster than before. Contractor Clark is making good headway with the new main line section near the Black Bear.

MONTH'S STATISTICS.

The past month was a busy one for the police, although they did not have many serious cases to deal with. In all there were 127 cases in the Police court and $503 was collected in fines. This is a larger amount than is collected usually, but only half the amount that entered the city coffers from this source during October of last year, for it was in that month last year that a large number of keepers of bawdy houses were fined. The cases were: Doing grievous bodily harm, 1; drunks, 33; refusing to pay the revenue tax, 22; Indian in possession of an intoxicant, 1; stealing, 4; indecent exposure, 1; fighting, 4; assault, 5; aggravated assault, 1; health by-law infraction, 1; infraction of the pound by-law, 1; boy with sling shot, 1; being in possession of a military uniform, 1; vagrancy, 1; using obscene language, 1; irmates of bawdy houses, 4; riding bicycle on the sidewalk, 1; supplying intoxicants to Indians, 1. Besides these the police had 42 men in the lockup during the month for safe keeping.

MONTH'S FIRES.

The fire returns for the past month are as follows: 1st—Fire in arch on James bay bridge; arch corner Blanchard and Yates street; Royal Bank of Canada, Japanese lanterns. 2nd—Box 31. Arch corner Blanchard and Yates. 4th—Exhibition buildings, loss $50; box 8. Fire at residence of Mrs. M. R. Smith, corner Dallas road and Niagara street, loss $1,000. 10th—Box 21. Fire in Duck block, caused by lighted match setting fire to curtains, loss $20. 11th—Fire in arch on James Bay bridge. 12th—Fire in rear of Methodist church, Victoria West, no loss. 15th—Box 27. Fire in furnace room, Leigh's mill, loss $10. 28th—A drill was held.

VITAL STATISTICS.

During the month of October, 36 marriages, 36 births and 35 deaths were registered.

SHOULD BE A MORMON.

Philadelphia Man Who Possesses Two Hearts.

From North American.

Francis A. Gill, of 620 North Sixth street, Philadelphia, has two hearts pumping blood for him. They are coupled in some mysterous manner, but there are two distinct heart beats.

The discovery that Gill was thus distinguished was made by Dr. C. P. Brady of 646 North Eighth street. His investigations since has fully confirmed his first diagnosis.

Gill, who seems much the same as any other young man, except that he is crippled in his right foot, fell off the coal wagon of which he is driver, a week ago. His slight injuries were dressed at the Northern Dispensary, Sixth street and Fairmount avenue, and there he came under observation of Dr. Brady.

The physician was applying the stethoscope to Gill's chest, and he became puzzled over the heart beats. It appeared to him that no matter where he placed the instrument he could hear the thump of a heart. He became interested, and applied tests, with the result that he now believes that nature supplied the young man with a subsidiary heart, a little to the right and below the regular blood-pumping organ. These are connected, beat simultaneously, and the physician is of the opinion that an arch of the aorta supplies them both. They join also after the blood has left the heart, so that the circulation system is normal, although the arteries are necessarily larger.

"I am satisfied," said Dr. Brady yesterday, "that Gill has two hearts. The phenomenon is not unknown. There are several instances in medical history. The second heart's beats are easily detected, and if you give Gill some strong exercise they sound in the stethoscope like the pounding of a trip-hammer.

"Despite his two hearts, Gill is not a strong man by any means. I have discovered an affection of the heart, or hearts which may in time prove serious. The case is so remarkable that I intend to apply the X-rays to him, and perhaps I will make a report of it to the Medical Society."

Gill does not appear to be much affected by the discovery of his double honor. He says it never bothered him so far as he can remember.

SHIPPING CANAL BOATS.

New York, Oct. 31.—Four steam canal boats and 15 consorts, which have been plying between New York and Cleveland, via the Erie canal and Lake Erie, have been permanently withdrawn from the trade. They will be cut up and shipped to Hongkong. There they will be put together and proceed to Manila to do a general lighterage and inter-island business.

TRAIL SMELTER.

One of the Copper furnaces at the Canadian Smelting works has been shut down, but as a lead furnace was blown in at the same time, the fact does not affect the staff at the plant. The smelter is receiving for reduction the output of the famous Triune property in the Lardeau. The ore is said to be the highest grade silver-lead product mined in British Columbia.

BRITISH PENNY.

Whatever alterations may be made in other directions, it has been decided, says the Manchester Guardian, that the revised design of Britannia ruling the waves, adopted for the reverse of the penny, half-penny and farthing six years ago, shall be retained for the new bronze coinage. When this design was placed before the public it was subjected to a good deal of adverse criticism because of the omission from it of the familiar ship and lighthouse. But, as the deputy-master of the mint has pointed out, the ship was introduced for the first time in 1797, and, being removed in the reign of George IV., did not appear again until 1860, when the lighthouse was added for the first time. The first appearance of the figure of Britannia upon the copper coinage of Charles II. was probably in imitation of a somewhat similar figure found on some Roman coins. It is said that the original model was the royal favorite, known as "La Belle Stewart," but it is disputed whether the figure resembles her, and the story is not universally accepted. As has been mentioned before in these columns, however, the wax effigy of "La Belle Stewart" can be seen at Westminster Abbey, and if looked at from a certain point of view, the face certainly bears a striking resemblance to the lady on the penny.

RE HOME KNITTERS WANTED

Machine weighs 17 pounds. It is more wonderful than a sewing machine. Just as durable and higher speed.

THE HOME MONEY MAKER

To Work at Their Homes Under the Direction of

THE GLASGOW WOOLLEN CO.,

37 MELINDA STREET, TORONTO.

To Fill Large Contracts—Good Wages Easily Earned.

A Pair in 30 Minutes

We want a few more workers in this locality, at once, and in order to secure your co-operation without the delay of correspondence, we herewith explain our full plan in this advertisement. The work is simple and the Machine is easily operated, and with the Guide requires no teacher. If you wish to join our staff of Workers let us hear from you promptly with the Contract order form and remittance, as a guarantee, and we will send machine and outfit to begin work at once.

OUR METHOD OF DOING BUSINESS.

We wish to secure the services of families to do knitting for us in their homes. Our method is the same as adopted in England. We are the introducers of this plan and the largest knitting concern in Canada.

After long experience we have been able to produce an Automatic Machine by which all kinds of seamless knitting is now done by our Family Machine, thereby enabling anyone of ordinary intelligence to quickly learn to do the work from the Instruction Guide. All we require is that you use the machine according to directions. The Machine being made expressly for this purpose, and the operation so simple, it cannot possibly make a mistake in its work.

The great demand now is for Bicycle Stockings, Woodmen's Socks and Motormen's Mittens, and, as we are unable to supply the demand, have taken this method of advertising for more help.

The large export trade to the Northwest Territories, British Columbia and the British Colonies furnishes an unlimited demand for our goods, and, with the combined co-operation of the many families we are employing, together with the large amount of knitting we are able to turn out, by which we save rents, insurance, interest on capital, etc., enable us to undersell any manufacturers of this class of goods, and we have sale for all the knitting we can have turned out.

The price we pay for finished bicycle stockings is $10.00 per hundred, or at the rate of 10c per pair; woodmen's socks, 5c, and motormen's mittens, 12c a pair. All other work in proportion to size.

The machine can be operated by any one of a family, and at our prices any energetic family should be able to sustain themselves comfortably, and in time be a source of independent comfort.

Our plan is to send out each machine to beginners with a sock or stocking partially knitted, and remaining in the machine ready to be continued, and also enough yarn to knit one pair of sample socks or stockings and a simple and complete Instruction Guide, showing how the work is to be done. When the samples have been finished and returned to us satisfactory, we send a quantity of yarn, which you knit and return likewise when finished. We prepay charges on all work one way, and our workers pay return charges. The work, as we have stated, is simple and rapidly done, the machine having a capacity of ten thousand stitches a minute. We have many persons now in our employ who can knit from twenty-five to thirty pairs of socks or stockings a day, and where the time of a family is devoted to the work, you can readily see that $15.00 or $20.00 per week can be easily earned.

We furnish our workers all the materials, yarn, etc., free, and everything that is necessary for the work. We are furnishing the machines only for the exclusive use of those desiring to take employment with us, who must, in order to become a member, send us this Contract Order Form, properly signed by them and at least one good reference, and remittance accordingly, to give us the necessary assurance that the quantities of valuable yarn we may send from time to time will not be wasted or misappropriated. Our interests are mutual and this confidence must be established if we are to succeed. We guarantee fair dealing and prompt payment for work, so do not ask us to deviate from our terms, as we cannot make a distinction with one and not another; besides, we are doing an extensive business and cannot be governed by business principles.

The manufactured price of the machine is $15 and positively will not be sold to any others than those who will agree to do knitting for us.

If at any time after you commence, you wish to discontinue, we will take back machine and refund the amount paid for same, after deducting cost of our expense, expressage, etc.

There is a Large Demand by the Trade for this class of work. Our workers can depend upon it year after year, and if you engage with us (whole or spare time) we will keep you supplied with work as long as you do it satisfactory for us and return it promptly. We entrust our workers with large quantities of valuable yarn, and, as we give references as to our honesty and integrity, we must ask you to do the same, in order that we may know with whom we are dealing.

We have, in as brief a manner as possible, endeavored to show you what our work is, and we simply say as to the machine, it is just what we represent it to be, and will positively do everything we claim for it, or refund the money. Each machine, securely packed with an outfit, is set up for work, thoroughly tested and a sock or stocking partially knitted before boxing and shipping. Should you decide to engage with us, it will be necessary to send us Cash Contract Order Form, properly signed by you and at least one good reference, together with the remittance accordingly, upon receipt of which we will forward machine and outfit ready to commence. Respectfully yours,

GLASGOW WOOLLEN CO.,
37 Melinda Street, Toronto.

Our References—Express Companies, Banks, or Toronto Business Houses.

If you wish to examine the machine and see the material before undertaking the work, you can do so by sending $3.00 as a guarantee of good faith, and to defray expense of shipping and we will send everything to your nearest express company, leaving a balance of twelve dollars to pay the agent and 25 cents for the return charges on the money to us.

We are so frequently and unnecessarily asked if one can learn to knit without a teacher, we say, Yes; it requires no teacher; any person of ordinary intelligence who can read the Instruction Guide can learn to knit at once.

—ORDER FORM—

$15.00 Cash Contract Order Form.

To the Glasgow Woollen Co., 37 Melinda Street, Toronto.

Gentlemen,—I desire to do the work as described in this advertisement, and enclose $15.00 to pay for one automatic Knitting Machine, together with material, instructions and everything necessary for the work, the same to be sent to me by Express, CHARGES PREPAID.

It is understood and agreed that any time I wish to discontinue, that the Glasgow Woollen Co. will take back the machine and outfit and after deducting their expense, expressage, etc., refund to me the amount paid for same.

Sender or head of family (if possible) must sign here:

Full name .....

P.O. ..... Street .....

County ..... Prov. .....

Nearest Express Office is at .....

For reference I name the following person:

.....

.....

Be sure to use this form when sending your remittance for the machine and outfit, which you must fill in and have signed by at least one good reference in the proper place. Tear off and return to us and also state here how much time you can devote to the work; also how you wish to be paid, weekly, monthly, or as you send in the work.

Send your remittance by Express Money Order Registered Letter or Post Office Money Order, and we will promptly forward machine, outfit and simple Guide for doing the Work.

This is the best offer ever made for the benefit of Canadians who want to work and make money at home.

VICTORIA COLONIST.

NO CONNECTION WITH ANY OTHER COMPANY.

OUR GUARANTEED RUBBER GOODS.

Viz: Hotwater Bottles; Fountain Syringes; Air Cushions; etc., are the kind that every careful buyer will naturally select. They are bought to wear. They are sold to wear. They will wear, or, we refund the money.

BOWES,

Hy Dispenses Prescriptions,

NO FRESH CASES.

Bubonic Plague Not Gaining Headway at Liverpool.

Liverpool, Oct. 31.—It is officially announced that there have been no further deaths from the bubonic plague and no fresh cases reported. The precautionary measures, however, are continued. Thus far the outbreak seems to have had no restriction upon shipping and the situation is regarded favorably.

INDICTED FOR MURDER.

Dr. Burnett, Unsuccessful at Suicide, to Tried.

Chicago, Oct. 31.—The grand jury today voted an indictment against Dr. Orville Burnett, charging him with murder as an accessory before the fact. Dr. Burnett was with Mrs. Charlotte Nichol when the latter committed suicide at a hotel recently, alone fulfilling an agreement which, Burnett says, they made to die together rather than be separated.

WHY HE DIED.

Patient in Hospital Declined to Be Operated Upon.

London, Ont., Oct. 31.—Ira Sherry, a farm laborer, died at Victoria hospital on Tuesday night because, it is said, he would not submit to an operation. The doctors believed he could have recovered had he submitted to the knife. He was argued with and every effort made to induce him to go upon the operating table. "No, I came into this world whole and I'm going out that way," was his final answer to the protests of the surgeons.

WALTER MASSEY'S FUNERAL.

Thousands of Toronto People Attend the Burial Services.

Toronto, Oct. 31.—The funeral of Walter E. Massey took place from the residence, 55 Jarvis street, at 1:30 this afternoon, to the Central Methodist church, and from there to Mount Pleasant cemetery. Thousands of citizens turned out to pay their last respects to the dead. The services at the church were conducted by Rev. J. A. Rankin, the pastor. About a thousand of the employees of the Massey-Harris company were in attendance and preceded the cortege to the cemetery.

MISS STONE'S RELEASE.

Not Likely to be Effected For Another Week.

London, Nov. 1.—"Miss Stone's release is not likely to be effected within a week," says a despatch from Sofia to the Daily Telegraph: "Mr. Dickinson in the name of the United States government has given an assurance that neither the receivers of the ransom nor Miss Stone's guides will be prosecuted. He asserts that Turkey agreed a fortnight ago to reimburse the ransom."

Constantinople, Oct. 31.—It is again rumored that Mme. E. Tilka, the companion of Miss Stone, and her child, born since her capture by the brigands, are dead.

PORT ANGELES AND EASTERN.

Syndicate Has Taken up the Scheme and Will Push it.

Port Angeles, Wash., Oct. 31.—(Special.)—The announcement made made at last night's city council meeting that the Port Angeles & Eastern railway scheme has been taken up by a syndicate of American capitalists with T. F. Oakes, James McNaught, Charles T. Barney and Joseph J. Redding at the head, to push work and develop the resources of the southern and western side of Puget Sound. The capital of $4,000,000 is being furnished by United States and London men and the belief is expressed that this long delayed work will soon be vigorously prosecuted. The city council last night considered and passed two street railway and two wharf franchises.

FROM NOME.

Roanoke Reaches Sound With Six Hundred Passengers.

Port Townsend, Oct. 31.—The steamship Roanoke arrived today from Nome, bringing 600 passengers. The Roanoke is the last of the Nome passenger fleet. She reports all the shipping in the North practically at an end at Nome, St. Michael and Dutch Harbor. All of the small fleet of vessels have been hauled out of the water and placed in winter quarters. The steamer Newport was in Dutch Harbor on the 24th, and was to sail that day for Puget Sound via Juneau. The revenue cutter Thetis will be the last boat to sail from Dutch Harbor, and after her departure the North will be closed until spring.

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