

Criminals Who Keep Yachts.

It will probably be a surprise to many to learn that some of the smartest swindlers living are to be found on board some of the lordly pleasure-yachts around our coasts, said an ex-Scotland Yard detective with special knowledge of the yachting criminal and his methods.

As yet which is still more surprising and difficult to understand is that one or two of these yachts are owned or chartered by some of the cleverest burglars, and are made the receptacles of their plunder.

It is not long since a number of daring and successful burglaries on the south coast were traced to the owners of a very smart steam-yacht, which was, in fact, manned entirely by criminals, most of whom had "done time."

The campaign had been carefully mapped out beforehand, the houses to be "burgled" had been surveyed, and plans of them prepared; and, in fact, as the papers discovered later proved, not a single preparation had been overlooked to make the programme a success. When all was ready the yacht put into convenient harbours for the different marked houses, the burglary was cleverly committed, the spoil smuggled on board, and when day dawned the yacht had vanished to the next scene of operations. Curiously enough, no suspicion attached to the yachtsmen for a long time, and it was only by an accident that they were at last run to earth, and found a lodging where yachting is an impossible luxury.

Of course you must not imagine that burglary by yacht is a common profession, although I can assure you it is conducted on a scale that you would scarcely imagine possible. This is the only case I know of a regular programme of burglary being carried out by seafaring burglars—the risks of detection are now too great—but isolated burglaries are fairly frequent.

Some of these yachts are chartered by card-sharpers, who find it a very profitable way of exercising their craft. Their plan is to hire a costly and luxurious yacht, moor her off some fashionable watering-place, and put up at one of the leading hotels, where they live in regular style, squandering money right and left.

When they make the acquaintance of a few suitable gulls—usually very young men with more money than brains—they invite them on board their yacht, entertain them regally, and fleece them to their hearts' content over the card-table.

As soon as one place is exhausted or gets too hot for them they spread their sail-wings and make for a fresh field of operations, where the programme is repeated. I have good reason for knowing that one such gang of sharps cleared over £10,000 in a three months' cruise last summer.

The yacht, too, is a favorite refuge and means of flight from justice, and it is no exaggeration to say that scores of criminals who are wanted by the police escape, or try to escape, in this way. Not very long ago a well-known embezzler, who was hourly expecting a warrant to be issued for his arrest, telegraphed to the skipper of a large steam-yacht lying in a south coast harbour in the name of its owner, ordering him to get up steam to take a friend of his, a Colonel A—, for a cruise.

The innocent skipper did as he was instructed. Colonel A— came on board two or three hours later, and was duly landed at a Spanish port. It was only on his return to England that the skipper discovered that this telegram was a forgery, and that he had unwittingly helped a notorious criminal to escape from the clutches of the law.

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The "Diamond Dye Mat and Rug Patterns" are also deservedly popular. The designs are artistically colored on the best Scotch Hessian and ready for hooking. Any lady in her spare time can make up a pretty mat or rug at small cost. Send your address to The Wells & Richardson Co., Limited, Montreal, and you will receive free of cost sheets of designs to select from.

The late President McKinley had not the reputation for story-telling that President Lincoln had (writes a correspondent), but here is one story of his that was told to me in New York. Before he served his first term as President—in his lawyer days—he often passed a pork butcher's shop on the way to his office and back home. In the morning he used to notice that sausages were twenty cents a pound always. The sign read:

"Good Pork Sausages,"
20 cents.

Sometimes they were twenty cents a pound in the evening, but more often twelve. The sign might even read:

"Fine Pork Sausages,"
10 cents.

The thing, he used to say, worried him.

Sausages were not of so perishable a nature that they would not keep until next day. So he stopped one evening at the shop, said it looked like rain, and inquired about the price of sausages. "Ten cents," said the storekeeper. "But," said Mr. McKinley, "they were twenty cents this morning." "So they were, Mr. McKinley," said the unabashed sausage merchant. "So they were. Then I had 'em; now I haven't. Sausages at ten cents is simply to get me a reputation for cheapness. See?" The future President saw, and was in the habit of saying a great many reputations were made that way.

The Anaemic Young Girl.

Perhaps she is sixteen. Suddenly she seems to lose strength, her beauty fades because her strength fails, her eyes lose their lustre. How her spirit droops! It alarms you, but all this may be corrected quickly. Get her Ferrozone, it is a nerve tonic, it aids the stomach to do its work. Appetite? she'll eat anything and digest it too. Ferrozone is an absolute specific for the anaemia of young people. Ask your druggist for it.—Sold by Garden Bros.

The Cup Races.

Probably never before in the history of the races for the America's Cup has the result been so uncertain as it is today. At no time during the contests of the schooners and the smaller sloops up to 1886 was there in the United States anything but absolute confidence in the outcome. Not a yachtsman in the country would acknowledge that there was the slightest chance of the Cup's going back whence it came, and, in consequence, the interest in the contests was not great. It was a foregone conclusion, it was declared, so why bother about the races?

When the challenge came from Sir Richard Sutton in 1885, with the first of the big single-stickers, this feeling of confidence was rudely shaken. There was a tremor of excitement, and for a time a little uneasiness, because no boat of the Genesta's inches existed in these waters, and we had for the first time to build a defender to order. That difficulty was quickly overcome, for Burgess designed the Puritan, which showed her superiority not only to the other big sloops, but to the Genesta, which she defeated handsomely. In the succeeding races for the Cup his Mayflower and Volunteer enjoyed a similar confidence, even if, for a time, the Thistle was looked upon as a dangerous opponent. Then came the Valkyrie and the Valkyrie III., and a new designer, Herreshoff, to take the place of the dead Burgess. How well he filled it with the Vigilant and the Defender is now a matter of history. Before the races of those years there was no fear of the Cup going back to England. Next came the Shamrock, and against her was the Columbia; the former the best work of Will Fife, and the latter, as has since been proved, the greatest creation of Herreshoff. Good reports came to this country of the work of the newest challenger, but still there was little fear that Sir Thomas Lipton would "lift the Cup," and the result justified the general expectation.

Two years have elapsed, and now, after a full half century's possession of the Cup, it really seems to be in danger. Herreshoff has been unable to improve on the Columbia, according to the New York Yacht Club committee, and after many experiments with his new creation, the Constitution, it has been decided to try fortune again with the boat that did so well two years ago. On the other hand, Watson has built a boat faster and better than any which has yet tried for that historic piece of silver. Watson has designed yachts to sail for the America's Cup before, and they have been good boats, too—comfortable, roomy specimens of marine architecture, but not the proper sort to carry off the Cup from the Herreshoff racing machines. He has, however, evidently come to the conclusion that it is useless to do anything but "fight the devil with fire," and in the latest boat, the Shamrock II., he has made a racing machine, pure and simple.

In this fact lies the cause of the uneasiness which prevails among American yachtsmen. They felt safe enough when the heavier type of British boat was trying conclusions against the Bristol fin-keel racer, but now that Watson has tried to out-Herreshoff Herreshoff, they are naturally uneasy. Herreshoff in departing from the general line of the Columbia when he built the Constitution, made a half-confession that he had gone as far as was practicable in his peculiar type of boat, so that the Columbia remains apparently the highest achievement of the skill of Nat Herreshoff. On the other hand, Watson is a newcomer in the field of racing-machine builders, and there seems to be no good reason, all other things being equal, why he should not have reached the point attained by Herreshoff. He had the Defender and Columbia as models, and all that he needed was the audacity to out-build them. That he possesses this has been shown in the new Shamrock. In the opinion of yachting experts, she is simply a higher-powered Columbia—bigger sail, greater beam and draught, and more lead far down below the surface of the water to hold her up in any kind of a blow. Yesterday's measurements have fully confirmed this judgment, and shown that no challenger could have been

NINE BOILS.**FOUR RUNNING SORES.**

The T. Milburn Co., Limited,
Toronto, Ont.

Some time ago my blood got out of order and nine large boils appeared on my neck, besides numerous small ones on my shoulders and arms. Four running sores appeared on my foot and leg and I was in a terrible state. A friend advised Burdock Blood Bitters, so I procured three bottles. After finishing the first bottle the boils started to disappear and the sores to heal up. After taking the third bottle there was not a boil or sore to be seen. Besides this, the headaches from which I suffered left me and I improved so much that I am now strong and robust again.

Yours truly,
MISS MAGGIE WORTHINGTON,
Feb. 3rd, 1901. Golspie, Ont.

built to gain more power with less penalty of time allowance.

It must be admitted, then, that the contest for the America's cup has degenerated into a match of two racing-machines, and both of the same type. Nothing will be gained from the race but the Cup, as no one would for a moment attempt to build a boat for comfort, safety, or economy after the lines of either the Columbia or Shamrock II. Everything has been sacrificed to speed, and while this has been done by both designers, they have unquestionably produced two beautiful machines, which in anything under a fifteen-mile breeze will make the wind itself a laggard.—New York Post.

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All rheumatic sufferers dread the variable and trying weather of October and November. Sufferers from the various forms of rheumatism—articular, muscular, inflammatory, gout and lumbago—suffer more intensely in the autumn months. Chilling winds, damp air, cold rains and night frosts, aggravate existing misery and agony.

Thousands of victims of rheumatism have come back from summer health resorts only to find themselves as badly tortured and crippled as they were before they started for their false Meccas of health. Mineral springs, baths and massage systems can never drive out the morbid principle of terrible rheumatism from the blood and joints.

Careful medical tests and a long experience prove that Paine's Celery Compound is the only agent and medicine for the cure of all forms of rheumatism, and succeeds when everything else fails. With a confidence created and strengthened by thousands of victories over rheumatism, we urge suffering men and women to use Paine's Celery Compound. Its marvellous virtues will meet your case and do for you what it has done for others. Mrs. J. Vince, Barrie, Ont., says:

"I am happy to say I have taken Paine's Celery Compound with great results. I had sciatica so badly that I could not turn in bed or walk without help, and for a period of three weeks was helplessly laid up and suffered pain that at times was almost unbearable. 'I tried many medicines, but all in vain. I was afterwards recommended to try Paine's Celery Compound. I used six bottles and am entirely cured, and enjoy good health. I take great pleasure in recommending the valuable medicine that cured me.'

"I painted a winter scene the other day that was so true to Nature that the thermometer in my studio fell twenty degrees."

"Humph! That's nothing. I painted a portrait of Mr. Brown last year that was so life-like that I had to shave it regularly."

"May I ask, sir, how it is that you and your brother are so bald?" inquired the inquisitive barber.

"Well," replied the customer, "I'll tell you if you'll promise not to say anything more about it."

"Oh, certainly, sir."

"Well, it's because our hair has fallen out."

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The Heart—that great motor of the human anatomy—never falters in the performance of its lawful function, till through overwork, disease lays hold on it—then it "goes on strike,"—and rightly so.

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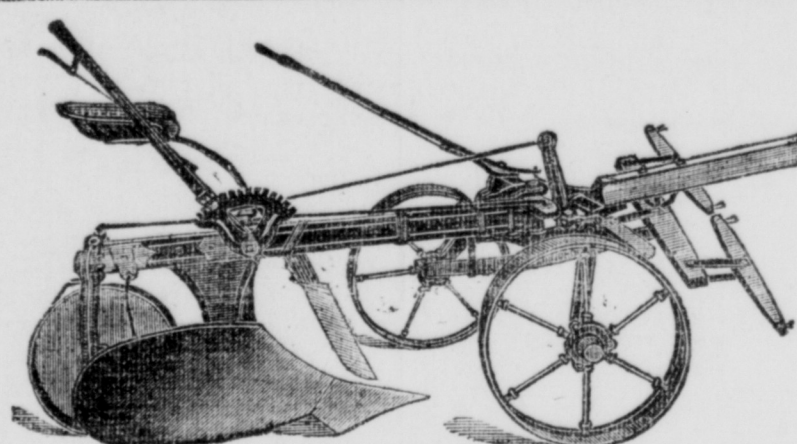
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