

The Times' Daily Short Story.

A Miner's Deference

(Original.)

There were three women in the coach, and when night came on one of the passengers, a rough miner, insisted on every man getting outside that each woman might have a seat to herself on which to sleep. When we were seated on the coach top, I offered the polite miner a cigar and remarked:

"You treat women with great respect out here."

"That's 'cause there's so few on 'em. They'd oughter pass a law ag'in their comin'."

"I suppose it was your admiration for the sex that leads you to treat them so unselfishly."

"Not a bit. It's my advice, stranger, for any man to let 'em alone. I never had but one experience with any on 'em, and that was enough for me. It was when we was workin' in Zigzag gulch. There was a lot of us there washin' out consid'able ore and all doin' well. One day a grizzly headed ole feller come along totin' a gal. She was the fust specimen we'd any on us laid eyes on for months. Stranger, d'y' remember when y' was a boy and went into a store to buy a pocketknife? Among hundreds on 'em the knife y' bought didn't look especial fine, but when y' got it home away from the rest on 'em, great Scott, how it did shine! Well, that's the way it was with the gal. There wasn't no more on 'em to compare her with, and we was only used to each other's hairy faces."

"The ole man said he'd come out to dig for gold, and his daughter was goin' to do his cookin' for him. It wasn't long before I seen that the gal was givin' me a preference to all the other men in camp, and I felt just as if I was bein' filled with laughin' gas. I was as proud and happy as if I'd struck a vein of pure gold. Pauline—that was her name, Pauline Maryweather—she was as dead stuck on me as I was on her. Only one thing troubled me. She wouldn't take no notice on me except when we was alone and no one to see us. She said her father never would consent to her marryin' no miner and was hopin' to make a strike and marry her to some big gun in the east. However, at last she consented to let me try what I could do with him, and I did."

"Mr. Maryweather, I said, 'I am in love with yer daughter and want her for my wife. I got \$2,000 worth of dust in my shanty, and when I git double the amount I'll go east, set up a store somewhere and live respectable.'"

"You jist let my daughter alone," he said, "or I'll put more lead in yer vitals than y' got gold in yer cabin."

"When I tole Pauline about it, she looked sad, but didn't say nothin', and I began tryin' to persuade her to run away with me. She was dead set ag'in it at fust, but at last she come round and laid out the hull business herself. I was to go down to the fork of the creek and wait there for her. One thing she insisted on. She said if she once made the move her father'd never forgive her. She trusted me, but there might be some sly, so she would not stir unless I'd let her carry my dust. This looked reasonable, and the night before we was to dig out I met her in a lonely place up the creek and turned the dust over. She seemed mighty discomfited and clung to me as if somepin awful was goin' to happen. At last she kissed me goodby, makin' me promise once more that I wouldn't fall her, and then we separated."

"Waal, we was to meet at 4 o'clock the next afternoon. I was at the fork by 3, and 'bout a quarter to 4 my heart began to beat like a drumstick, beatin' faster and faster till my watch stood 4 p. m. Then it beat at the same gait till a quarter past 4, and, seedin' Pauline didn't show up, it began to slow down. I waited till 5, and then, concludin' that the ole man had got on to the deal, I went back to the gulch."

"Things was a-workin' as usual—except I missed seven of the best successful miners there was among us. I set down on a stump to rest, and while I was a-settin' there Dick Tott, one of the missin' men, walked in lookin' 'bout himself kind of suspicious. Then from another direction come Phil Thriggs. He 'peared mad at somepin and makes straight for his cabin. While he was there along comes Tom Bannard. Triggs comes out of his cabin and yells, 'What's become of that ole galute, Maryweather?'"

"He was tole by the miners that Maryweather and his daughter had left the place a leetle before 4 o'clock with a big sack that it tuk the two on 'em to carry."

"Waal, the game was out. The gal had made love to the seven of Zigzag gulch's wealthiest citizens and got every one on 'em to turn over his dust except Triggs, who suspected somepin and insisted on takin' his'n to the meetin' place hisself. Instead of which he buried it and left a bag of sand in its place, so that in his case the thieves didn't get nothin'."

"A couple of year after that I went to Kansas City. I did nothin' for the fust day but stare at the women; they looked so purty. Then I got used to 'em. One day on the street I met a redheaded, frowzy, freckled gal with a pug nose. And who do you suppose she was? Pauline Maryweather. I tell you, stranger, what you want to do with women is to treat 'em as you would a leopard—stroke 'em mighty soft, and don't get in the way of their claws. And if you think one on 'em purty jist set her up along side some more on 'em."

GARDINER FORBES.

ELIJAH III. IN NEW YORK

Dowie's "Restoration Host" Pours In From Zion City.

TO REFORM THE METROPOLIS

Prophet Arrives in a Special Car and Takes Rooms at the Plaza—Followers Seek Humbler Quarters.

New York, Oct. 17.—John Alexander Dowie, "Elijah III.," and general overseer of the Christian Catholic Church of Zion, arrived at the Grand Central station in the private car Arcadia, attached to a special train which contained members of the Zion City band and high officials of the church.

A large crowd gathered at the station to see the man who proposes to reform New York from the Bowery to Hell's Kitchen and from Harlem to Wall street.

The party which came with Dowie represented the elite of Zion City. All the women wore fashionable gowns, Mrs. Dowie being especially well dressed. She wore a gray traveling dress of corded silk, over which she had a long black silk coat. All of the men of the party, excepting those in uniform, wore freshly ironed silk hats and Prince Albert coats.

Dowie is short and fat. His whiskers are snow white and his hair dark brown. This gives a startling effect and suggests a wig. He has rosy cheeks and has all the appearance of a well fed, well groomed man.

While passing through the station Dowie repeatedly lifted his hat and bowed to the crowd, but there was no responsive demonstration.

Mr. and Mrs. Dowie's personal suit consisted of their son, A. J. Gladstone Dowie; Carl P. Stern, chief of the police of Zion City, and Mrs. Stern and Robert Massey. All took rooms at the Plaza.

Uniformed Like Infantrymen. Under the direction of Advance Agent Buckley 420 members of Dowie's host, who had come on a special Baltimore and Ohio train of ten cars, arrived at Whitehall street on the ferryboat Easton and boarded eight special trolley cars, handing tracts to the curious who gathered about them. As soon as the cars started the Zionists began singing a hymn.

The men were all dressed in a uniform resembling that worn by the United States infantry. In place of the "U. S." on the collar there were the letters "Z. A." for "Zion Army." The women did not wear any uniforms, and some of them were clothed stylishly. Several of them were young and pretty, and there were many children in the party. One of the young women was said to be a soubrette converted in Washington, and there was a colored girl in the party.

The crowd around the ferry house blocked the street, and patrolmen drove the spectators back to the curb.

In the party were the junior choir, consisting of about fifty little boys ranging in years from six to fifteen. There was also a drum and life corps of thirty men in charge of Drum Major S. M. Dow. The members of the corps wore khaki uniforms.

With those who arrived on the ferryboat Easton was a woman with a baby in a four wheeled pushcart. When she reached the Broadway car she took the baby from the cart and, holding it on her left arm, folded up the cart like a camp chair and carried it into the car. One of the members of the junior choir was a six-year-old girl, who carried an enormous doll.

Met by Bombing House Runners. Handed by a white bearded citizen who said he was Deacon Dewey, a hundred of the restorationists reached the city via the Pennsylvania railroad ferry at West Twenty-third street where they were met by a score of boarding house runners and hustled away in cabs or trolley cars. It required ten trucks to haul their baggage. Some of the trucks were decorated with small gilt crosses.

Madison Square Garden, which is to be the headquarters of the host, was soon filled with citizens of Zion. In squads and companies of a hundred or more men, women and children poured into the immense edifice, each one presenting his identification card at the entrance. Each card bore the photograph of the holder, and every person was carefully scrutinized by Mr. Mitchell, director general of the host.

Metal Workers Will Not Strike. Meiden, Conn., Oct. 17.—The count of votes cast by union metal workers employed by the International Silver company in this city and elsewhere on the proposal to strike has been completed and shows that about three-fourths of the men are opposed to a strike. The vote was taken because of the company's refusal to grant the union demand for a nine hour day with pay for ten hours.

Twelve Hurt in Trolley Wreck. Richmond, Va., Oct. 17.—Slippery rails precipitated a serious collision on the Seventh street tracks of the Passenger and Power company opposite Byrd street depot. A dozen Manchester people were injured, but none fatally. Many passengers suffered broken limbs.

Fourth Class Postmasters. Washington, Oct. 17.—The following fourth class postmasters have been appointed: Pennsylvania—Anise, John P. Sowers; Bentleyville, George M. Baker; Rasselas, May Louise Clark.

PREPARES FOR ATTACK

Russian Fleet at Port Arthur Apprehends Hostilities.

Yokohama, Oct. 17.—The Russian squadron has returned to Port Arthur. Correspondents there report that preparations have been made against an apprehended attack on the ninety-three war vessels in port. The entrance is protected by a boom of heavy logs.

The negotiations at Tokyo, though critical, are proceeding peacefully, and America and Europe are cautioned by the officials against alarmist reports.

It is reported from Chefu, China, that the Russian administrator of Newchwang, Manchuria, proposes to organize a municipal council, with two British and one American member. Their decisions will be subject to the administrator's approval.

A closer investigation of the number of troops reviewed by Viceroy Alexieff at Port Arthur seems to indicate that the official total, 76,000, would have been correct if all the corps engaged had contained their full complement. It appears, however, that most of the regiments had only about two-thirds of their nominal strength, so that the number reviewed was about 45,000 men. The total of the Russian army about Port Arthur is 75,000 men.

England Sends Two Battle Ships.

London, Oct. 17.—Great Britain is sending two additional war ships to China. The first class cruiser Europa has been ordered into commission at Portsmouth for dispatch to the Chinese station, and a battle ship will be sent there from the Mediterranean squadron.

Pacific Express Men on Strike.

Chicago, Oct. 17.—The express service on the Wabash railway entering and leaving Chicago is tied up by a general strike of employees of the Pacific Express company. The trains from St. Louis arrived with no express messenger on board and no express parcels, but there is no interference with the baggage business. Secretary Hill of the union, who is in Chicago, said that the Brotherhood of Railway Trainmen had pledged the strikers assistance and that switchmen, freight hands and some conductors would refuse to handle goods of the Pacific Express company. About a dozen men are out in Chicago, the only road affected being the Wabash.

Crased by a Tragic Drama.

Springfield, O., Oct. 17.—Herbert Hall, a fourteen-year-old boy, returned from the theater at midnight and found his mother, Mrs. Jennie Hall, his sister's sweetheart, Charles Harley, and his sister at home. He pulled a revolver and began shooting. One bullet passed through his mother's jaw. Another struck Harley in the face. He fired three shots at his sister without effect and then turned the revolver on himself. The ball entered his head over his left ear, and he died instantly. He had been ill with typhoid fever, and it is supposed he was mentally unbalanced, although it is thought the tragic performance at the theater was the direct cause of the deed.

New German Admiral For Asia.

Berlin, Oct. 17.—Rear Admiral von Prittwitz, after having been received in audience by Emperor William, returned to Kiel and sailed on a passenger steamer for Shanghai, where he will take command of the German east Asiatic squadron, succeeding Rear Admiral Geisler. The announcement of this change of command was accompanied by an intimation from the navy department that the change would not have been made now if it was between Russia and Japan was probable. There are ten German ships in south China waters, none in north China and three off the Japanese coast.

J. Little Plume Confesses.

Browning, Mont., Oct. 17.—James Little Plume has confessed to the murder of the seven persons killed Sunday on the Blackfoot Indian reservation. This confession was made before United States Commissioner Amaxux. Among the seven killed was the wife of Little Plume. His intention, he said, was to kill fourteen more, but a shell stuck in his rifle, rendering it useless. He then cut a gash in his own throat and arm to allay suspicion.

Murderer Pleads Guilty.

Providence, R. I., Oct. 17.—A plea of guilty to a charge of murder was made in the Sixth district court before Judge Sweetland by Sharkio Nargashian, the Armenian. He was held without bail for the grand jury. The man was accused of having murdered Peter Onlossian, treasurer of an Armenian society, to obtain the \$920 which the treasurer was known to have in his possession.

New Steamer Line to Australia.

San Francisco, Oct. 17.—The information is made public that the Grand Trunk road is about to place three large and modern steamers in the Australian trade sailing from Tacoma in competition with the Oceanic Steamship company and the Canadian Pacific's line to Australia. The new steamer line is to be known as the Australian and Puget Sound Steamship company.

Schumann-Heink Breaks Contract.

Berlin, Oct. 17.—Frau Schumann-Heink has given up her contract with the Royal Opera here, thus forfeiting her indemnity for breach of contract, reported to amount to \$6,250, in order to sing in the United States, having been unable to obtain further leaves of absence.

Train Kills Wealthy Farmer.

Rome, N. Y., Oct. 17.—Charles Bosworth, aged sixty-five, a wealthy farmer residing in Canastota, was found dead upon the New York Central tracks. He had been walking the tracks and was struck by a train.



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CONDITION OF TRADE

Wall Street No Longer a Reliable Barometer.

CROP SITUATION IS GOOD.

Many Branches of Manufacture Working Full Force—Railway Earnings Increase—Temporary Losses Due to Floods.

New York, Oct. 17.—R. G. Dun & Co.'s weekly review of trade says: While some contraction in trade and industry has undoubtedly taken place it is not in proportion to the reduction of 20 per cent in pig iron output or the reaction in prices of securities, although in normal years these have usually proved fairly reliable barometers. From the top point last year the sixty leading railway shares have fallen almost a third in market value, and the industrial stocks have lost more than that percentage, the leading metal properties touching new low records this week. Many branches of manufacture, however, are working full force, with large orders still unfilled, while the latest returns of the crops are most encouraging.

Finance and labor are the disturbing elements this year, neutralized very largely by favorable commercial and agricultural conditions. The net result is a fairly well maintained volume of trade, offset by conservatism in carrying out protected new undertakings and proposed extensions of facilities. Temporary losses to business were caused by the recent floods at the east, and factories were rendered idle while repairs were made. Prices of commodities declined slightly during the month of September, Dun's index number on Oct. 1 being 407.378 against 408.541 a month previous, but in the last two weeks some recovery has occurred.

Foreign commerce expands, the September return comprising most favorably with preceding months, and for the last week at this city exports were \$1,300,278 larger than a year ago, while imports rose slightly. Railway earnings thus far available for October are 6.2 per cent larger than last year and 12.7 per cent above 1901. Bank exchanges at New York for the week were 36.8 per cent less than in 1902 largely because of reduced speculation and lower prices, while at other leading cities there was a loss of 4 per cent.

Encouraging Crop Reports. Following the encouraging official crop report there was some weakness in quotations, but net changes for the week were small, and the better export demand had a good influence on prices. Wheat was supported by a French estimate which indicated some deficiency in the total crop of the world, although actual foreign buying did not increase prices ruling above the views of many bidders. A crop of corn second only to last year's yield is now promised, but a very heavy loss is expected in oats. All movements of grain are below normal, although corn surpluses the limited business in the same week last year; receipts amounting to 2,680,740 bushels against 1,955,937, and Atlantic coast exports of 1,308,415 bushels compare with 103,920 a year ago.

Smaller Arrivals of Wheat. Interior arrivals of wheat were 7,913, 171 bushels against 8,787,336 bushels last year, and exports from the United States, flour included, amounted to 2,547,285 bushels compared with 4,626,085 bushels in 1902. Cotton recovered

OPPOSE CLOSED SHOPS.

Speakers at National Civic Federation Criticize Unions.

Chicago, Oct. 17.—Views by labor and employers in regard to the "open" shop were again presented before the National Civic Federation, holding a three days' conference here. President Samuel Gompers of the American federation called the meeting to order. One of the first speakers was Henry C. Hunter, commissioner of the Metal Trades association of New York. He spoke in opposition to the closed shop on account of, as he said, the present condition of organized labor and the methods pursued by labor organizations for the accomplishment of their ends. Unions, he said, assume to control shop methods and regulate wages to the financial loss of employers and disorganization of industry and without regard to economic conditions.

Marcus M. Marks, president of the National Clothing Manufacturers' association, speaking of the "open" shop, said there are 20 per cent of the workmen in this country organized and 80 per cent unorganized. It is not, he said, more to the interest of trade unions to have "open" shops and allow missionary work to do the rest than to segregate the union men in strictly union shops.

The "open" shop from the standpoint of the employer was debated with the unionists present by various delegates. Various phases of it were discussed, but no particular point was brought out. The debate became spirited at times. The employers showed what they regarded as benefits arising from the freedom of employment, and the unionists told of the disadvantages from the labor standpoint. A recess was then taken.

The Miller-Johns Trial.

Cincinnati, Oct. 17.—In the trial of D. V. Miller and J. M. Johns for alleged conspiracy to extort a bribe District Attorney Sherman McPherson resumed the cross examination of Johns. The witness was asked to explain copies of letters and telegrams. Miller had telegraphed that witness would receive a letter the next day. McPherson asked why Johns did not mail the decision included in that letter to his meeting (Ryan) rather than arrange for meeting Ryan in Cincinnati. The witness stated that although he had written contracts with Ryan he wanted to see him to make sure of getting his money. He denied that payment was contingent on getting specific rulings.

Manufacturers Get Life Sentences.

Leavenworth, Kan., Oct. 17.—All five leaders of the Fort Leavenworth prison mutiny of November, 1901, charged with killing Guard Waldrupe, were found guilty of murder by a jury in the United States circuit court here without capital punishment and will be given life sentences. The prisoners are Gilbert Mullins, Turner Barnes, Frank Thompson, Fred Robinson and Robert Clark, all desperate men. Mullins and Robinson had practically finished their terms at the time of the outbreak, and the others were short term men.

DAVID LAMAR ACQUITTED

Jersey Jury Also Frees Smith, Brown and Eastman.

ACCUSED OF CONSPIRACY.

New York Broker, State Attempted to Prove, Had Hired Thugs to Assault His Former Coachman, Daniel McMahon.

Freehold, N. J., Oct. 17.—The jury before which David Lamar, "Monk" Eastman, Bernard Smith and Joseph Brown were tried on a charge of assault with intent to kill James McMahon returned a verdict of not guilty. Judge Hiesley was notified by telephone and immediately ordered the release of Eastman and Brown, who had been locked up pending the verdict, and they were set free, and the charge against all four was dismissed. Lamar and Smith were at once driven to the New Jersey Central railroad station, where they took a train for New York. Eastman and Brown arrived at the station in time to catch the same train.

Verdict Received With Disfavor.

The verdict was received here with general disfavor. The result was not looked for, as it had been thought that while the jury might fail to agree there was hardly a possibility of a verdict in favor of the defendants. The summing up of Prosecutor Foster was generally looked upon as strong and convincing, and the charge of Judge Hiesley was considered adverse to the accused.

The trial, which has resulted in the discharge of the four defendants, grew out of an altercation between Mr. Lamar and his coachman, James McMahon, on July 1 last. While driving, McMahon had refused to obey Mr. Lamar's order to give chase to a pet dog that had escaped from the carriage. Lamar, on returning home that evening, was informed by his wife of the coachman's disobedience, and Lamar severely reprimanded McMahon. A fight followed, and McMahon afterward got out a warrant for Lamar, whom he accused of assault.

The hearing was to have been had before a justice on July 9. On that date McMahon was attacked and stabbed and beaten while on his way to attend the hearing. It was alleged that Lamar and Smith conspired to hire men to assault McMahon and that Eastman and Brown had been engaged to do the work. The defense claimed that Eastman, Brown and two other men had been employed to guard Mr. Lamar's property on the Rumson road. Seabright, but had been discharged before the assault on McMahon, being no longer needed.

Negro Lynched in Kentucky.

Wickliffe, Ky., Oct. 17.—Tom Hall, alias Douglas, a negro, charged with shooting Crockett Childress, a white boy, last Sunday night at Kevill, was taken from jail here by a mob of 100 men and hanged to a tree in the jail yard. Hall denied that he wounded Childress and placed the blame on another negro. It was feared that the shooting of Childress would cause a race riot, but all the negroes left Kevill last Monday. Hall was brought here for safe keeping.

Sir William Colville Dead.

London, Oct. 17.—Colonel Sir William Colville, the king's master of the ceremonies, has died of lung trouble. He was born in 1827.



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