

WESLEY EVENTS CHRONICLED

Plans for Seventh Day Conference—Quarry Workers Attend Funeral of Michele Dissandis—Prof. C. H. Douglass to Bring Suit in Auto Damage Case—Post Office Employees Arranging For Joint Outing—Henry J. Palmer's Death.

The general conference of the Seventh-day Baptist denomination will be held with the Westery church the latter part of August. Delegates will attend from all sections of the United States. It is 30 years since a conference was held in Westery, but during the period conference has been held twice in Ashaway with the old First Baptist church, Rev. Samuel H. Davis of Westery is president of the conference and has the order of exercises nearly completed. The exercises will be held in Bliven opera house and the church will be utilized for committee purposes.

The Westery church has appointed an executive committee to have charge of the entertainment of the delegates. This committee is composed of Albert R. Stillman, Ira B. Crandall, Charles H. Stanton, Charles P. Cottrell, Walter Price and George A. Litter. There are several sub-committees all in harmony and working systematically to make the conference successful. The committee has secured the big brick mill in Main street for a dining hall, well as a comfortable 600 at a sitting.

Fifty members of the Junior Holy Name society of St. Michael's parish left Westery at 8.15 Wednesday morning by Norwich-Westery line to North Stonington, where they will attend the easy stages to Lake Wausau, where they established Camp St. Michael for an outing of three days. The boys are the guests of Rev. Dr. John Neale, rector of St. Michael's. The outing was promised the boys for their good behavior, last winter, and the boys won the outing. A regular routine had been established for the camp which will be adhered to with the strictest of military regulation.

Over 100 quarry workers from Bradford came to Westery Wednesday morning to attend the funeral of Michele Dissandis. The funeral was held at 10 o'clock in the morning at St. Michael's church. The deceased had been employed at the Crumb quarry in Bradford for three years and was popular with his associates.

Prof. Charles H. J. Douglass and family of New York have arrived for the season at their summer home in Greenwich. Mr. Douglass' automobile was run into and wrecked season before last, near Thompson's pond, by an automobile owned by Theodor Schindler of New London, who acknowledged that he was in the wrong and would pay all damages on presentation of the bill.

Mr. Douglass had his automobile repaired and the bill was presented by Mr. Bodinwein and payment refused. Several attempts have been made to collect, but without success. It is said that now Mr. Douglass is to bring a suit to recover for damages.

A committee of the Westery post-office employees is making arrangements for a joint outing and clam bake at Brightman's pond. Among the officers, managers, assistants, clerks, carriers and all employees of the postoffice in Norwich, London, Westery, Stonington and Westery are interested in the outing and it is expected that all except those on duty will attend. All arrangements will be made by the committee and effort is being made to have the event the best ever.

A bicycle ridden by John McKenna and a survey driven by Connie Farrell were in collision at the junction of Broad and Elm streets. McKenna was riding towards Dixon square and the survey was going in the opposite direction. Both bicycles were damaged. McKenna was thrown from his bicycle and the horse and survey and Mr. Farrell escaped injury. Shortly before this incident the driver of a car fell on the manhole cover near the same place and the driver was thrown out, but was uninjured.

Local Laocoms. Rev. and Mrs. Hamilton Chapman of

Advertisement for 'California Fig Syrup' with text: 'MAY BE PERMANENTLY OVERCOME BY PROPER PERSONAL EFFORTS WITH THE ASSISTANCE OF THE ONE TRULY BENEFICIAL LAXATIVE-SYRUP OF FIGS AND ELIXIR OF SENNA. WHICH ENABLES ONE TO FORM REGULAR HABITS DAILY, SO THAT ASSISTANCE TO NATURE MAY BE GRADUALLY DISPENSED WITH WHEN NO LONGER NEEDED, AS THE BEST OF REMEDIES, WHEN REQUIRED, TO ASSIST NATURE AND NOT TO SUPPLANT THE NATURAL FUNCTIONS, WHICH MUST DEPEND ULTIMATELY UPON PROPER NOURISHMENT, PROPER EFFORTS AND RIGHT LIVING GENERALLY.'

Advertisement for 'California Fig Syrup' with text: 'CALIFORNIA FIG SYRUP. FOR SALE BY ALL LEADING DRUGGISTS ONE SIZE ONLY. PRICE 50¢ A BOTTLE.'

Advertisement for 'Industrial Trust Company' with text: 'INDUSTRIAL TRUST COMPANY Westery Branch Capital Three Million Dollars Surplus Fifty Thousand Dollars Over Liberal, courteous and efficient in its management.'

Advertisement for 'Keene's Glad-Pheet' with text: 'CORN! BUNIONS! CALLUSES! KEENE'S "GLAD-PHEET" REMOVES ALL OF THESE. Money Back in every case. Just apply a little GLAD-PHEET to the corn, callus, or bunion. The skin under GLAD-PHEET PLASTER and you'll forget the pain. Be certain! Keene's Glad-Pheet is the only one! 112 & 25¢ At All Druggists.'

TAFT'S MESSAGE ON CONTROLLER BAY

President Furnishes a Comprehensive Answer to the Critics of His Elimination Order, in Response to Resolution of Senate

FRANK DISCUSSION OF THE "DICK TO DICK" LETTER

No Trace of it in the Files or Elsewhere—Charles P. Taft Never Heard of Controller Bay Railroad, President Says, Until Very Recently—President Alone is Responsible, He Declares—The Attempt to Besmirch Characters of Officials Having to do With Alaskan Government, Calls For Condemnation.

Washington, July 26.—President Taft today sent to the senate a message concerning the Controller bay affair and the reduction of the area of the Chugach national forest reserve to permit the Controller Bay Railway and Navigation company to acquire land on the bay to be used as terminals for a railway line to the Bering coal fields, twenty-five miles away. The message is in response to a resolution passed by the senate June 27 last, which asked for copies of all departmental orders, maps, surveys, letters, reports and official documents in the case. Copies of these documents accompany the message.

The executive order of Oct. 28, 1910, referred to in the resolution was the following: CHUGACH NATIONAL FOREST, ALASKA. Under authority of the act of congress of June 4, 1897 (30 Stat., 11, at 24 and 25), and on the recommendation of the secretary of agriculture it is hereby ordered that the proclamation of Feb. 25, 1898, enlarging the Chugach national forest be modified to reduce the area of such national forest by eliminating therefrom the following described tract, containing approximately 12,300 acres of land, which has been found upon examination to be chiefly valuable for national forest purposes:

Beginning at a point where the meridian of longitude 144 degrees 5 minutes west from Greenwich crosses the coast line, thence north along said meridian line to the parallel of latitude at 60 degrees 10 minutes north, thence east along said parallel to a point where the same crosses the coast line at or near the mouth of Bering river and thence along the coast to the place of beginning.

The tract above described is hereby restored to the public domain.

The White House, Washington, Oct. 28, 1910. The president declares that the order does not permit the Controller Bay Railway and Navigation company to acquire a monopoly of land in Controller bay harbor as, under the law, a strip eighty rods wide must be left between each entry, having a frontage of 160 rods on navigable water. The law also keeps the control of the shore, which includes the flats lying between high water and low water, under the direction of congress. This provision, says Mr. Taft, absolutely prevents any individual or corporation from acquiring a monopoly.

In regard to the "Dick to Dick" letter, in which there is a reference to Charles Taft, the president denies that his brother ever spoke to him concerning Controller bay, Richard S. Ryan or any grant in Alaska. He says that the letter in question cannot be found in the files of the government and he refers to it as "wicked fabrication." He declares that his brother never heard of Controller bay until the president sent him a cablegram regarding the subject.

Possible Harbor in Controller Bay. The message describes the location of Controller bay, which was originally included in the Chugach forest reserve. For a time it was thought that the water of the bay was too shallow to make it valuable as a harbor, but in 1897 a channel was discovered extending into the bay about seven miles. The tract taken for the forest reserve by the president's order covers 12,300 acres in a triangular form, the side along Controller bay being between six and seven miles long, which covers the channel mentioned.

The president's message then says: All the territory surrounding Controller bay was included in the Chugach forest reservation in 1899 by a proclamation of President Roosevelt. The importance of Controller bay is that it lies about twenty-five miles from very valuable coal deposits, known as the Bering coal fields. Katala bay is to the west of Controller bay and almost immediately adjoins it. It is an open roadstead, upon the shores of which an attempt was made to establish a railway terminal and thence to build a road to the Bering coal fields, already mentioned. The attempt failed for the reason that the breakwater protecting the terminals was destroyed by storms and the terminals became impracticable. Some fifty miles or more farther west of Katala bay is the mouth of the Copper river, where there is an excellent harbor, on which is the town of Cordova. There the Copper River railroad, owned by the Morgan-Guggenheim interests, has its terminals, and the line runs to the northeast along the Copper river and has recently reached certain rich copper mines in the interior. A branch from this main line is projected to the Bering coal fields and is feasible.

When the channel in the Controller bay was discovered Mr. Tittman, superintendent of the coast survey, as shown by his letter in the record, was of opinion that it was of great value and ought to be maintained as a natural reservation because of its proximity to the coal fields. His letter was submitted by the secretary of commerce and labor to the secretary of the interior, who invited the comment of the director of the geological survey. That officer replied that the harbor was of poor value and that it would not be of good for a naval reservation as one already existed, but that he thought that private capital ought to be encouraged to construct a railway from the channel over the

land flats to the shore and thence to the coal fields. Captain Pillsbury of the army engineers in a report in the record made in 1907 mentions three possible objections to Controller bay—first, that the surrounding islands may prove to be so low as not fully to protect the channel; second, that the flats extend two or three miles from the shore, and, third, that ice formed in the rivers entering the bay and, affected by tidal currents, may destroy structures put upon the flats and especially a long trestle built over them.

In December, 1908, Richard S. Ryan, representative of the Controller Railway and Navigation company, applied to Mr. Pinchot, the then forester, for an elimination from the Chugach forest reservation of a tract of land to enable his company to secure railroad terminals, bunkers, railroad shops, etc., on the northwest shore of Controller bay. This application was referred by the associate forester to the district forester at Portland, Ore., and by him to the forester in Alaska. The result of these references and the application was that early in 1910 Mr. Graves, who had in the meantime become forester, reported that there was no objection from the standpoint of forestry interests to the elimination of the tract indicated or, indeed, of 18,000 acres of the northwest shore of Controller bay.

The attention of the navy department was invited by the forestry bureau to the proposal to open the shore of Controller bay to entry and occupation, and inquiry was made whether the navy department desired to use Controller bay as a reservation and whether it objected to its being opened up. The answer was in the negative.

The matter was considered by the forestry bureau, by the secretary of agriculture, by the secretary of the interior and by the general land office, and the result was a recommendation to me, May 7, 1910, that an elimination be made of 320 acres with a frontage of 160 rods on the northwest shore of Controller bay.

I considered the whole case in August, 1910, and directed that the 320 acres, recommended by both departments, be eliminated as recommended. The question finally came before the cabinet late in October. After a full discussion of the matter and after consideration of the law I expressed dissatisfaction with the order because it purported on its face to make the elimination for the benefit of a railroad company of a tract of land which the company could not secure under the statute, for it was a tract 320 acres in one body when only 160 rods could be thus acquired. In the second place, I preferred to make a much larger elimination of a tract facing the entire channel and with sufficient room for a terminal railway town.

I was willing to do this because I found the restrictions in the law sufficient to prevent the possibility of any monopoly of land in Controller bay harbor or channel by the Controller Railway and Navigation company or any other persons or company.

It had been originally suggested by the forestry bureau that 18,000 acres might safely be eliminated so far as forestry purposes were concerned, but fear had been expressed by one of the district foresters that such a large elimination would offer an opportunity to the company to use land scrip and acquire title to extensive town sites, and the result of the joint consideration of both departments had been the reduction to 320 acres.

Assumes All Responsibility. I wish to be as specific as possible upon this point and to say that I alone am responsible for the enlargement of the proposed elimination from 320 acres to 12,300 acres and that I proposed the change and stated my reasons therefor. I also assume the responsibility cordially concurred in it, the suggestion was mine.

The statement of Mr. Ryan, who had been properly vouched to the forester by two gentlemen whom I know, Mr. Chester Lyman and Mr. Fred Jennings, and who had produced a letter from a reputable financial firm, Probst, Wetzer & Co., was that the railway company which he represented had expended more than \$75,000 in making preparations for the construction of a railway from Controller bay to the coal fields, twenty-five miles away, but that they were obstructed in so doing by the order reserving the Chugach forest reservation, which covered all of the Controller bay shores. He, as well as Probst, Wetzer & Co., gave every assurance that the Copper River Railway company, owned by Messrs. Morgan and Guggenheim, had no connection with them and that they were engaged in an independent enterprise in good faith to build an independent railroad. No evidence to the contrary was brought to my attention since.

Of course it was possible that the owners of the Copper River Railway company might attempt to buy this railroad when and if it was built. It was possible that Mr. Ryan was acting in the interests of the Copper River railroad, although I did not believe it.

Protected by Congress. If a railroad was to be constructed from Controller bay to the Bering coal fields it was perfectly evident that there must be a terminal town on the shore of Controller bay, and I was

was silent on the subject, but not only the statute of 1898 but also the amending statute of 1905 expressly imposes the restriction that no title or right can be obtained under the act in the shore of a navigable body of water.

I submit to all fair minded men who may have been disturbed over the charges made in respect to the executive order of Oct. 28, 1910, that it has been demonstrated by the foregoing that no public interest has suffered from its issue, that great good may come from it and that no dishonest or improper motive is needed to explain it. I might, therefore, stop here; but, rather, for the purpose of the moral to be drawn from them than to vindicate the order, I propose to consider the attacks upon the order that hysteria or rancor has prompted.

Order Was Made Public. The charge has been made that this was a secret order and that though it was made in October, 1910, no one knew it until April, 1911. This is utterly unfounded. The statement of Mr. Vernon, the correspondent of the Post-Intelligencer at Seattle, a newspaper of wide circulation and read by people most interested in Alaska, shows that ten days before the order was made news of the details of Ryan's application and the probability of its being granted was given wide publicity. It further appears from the records of the interior department that the evening the order was signed, Oct. 28, 1910, a full notice of the issue of the order and its details was furnished by the department to all correspondents in the form of a news bulletin. Finally the agent of the Associated Press certifies that at 7:23 p. m., Oct. 28, 1910, there was sent out by that association to all its newspaper clients a telegram taken from a typewritten statement issued by the interior department as follows:

Washington, Oct. 28.—Approximately 12,300 acres of land in the Chugach National Forest, Alaska, have been reserved for the president for disposition under appropriate land laws, according to information made public today by the interior department. These lands are situated on the coast line of Controller bay, in southern Alaska, near the Cunningham claims, and have been found upon examination to be of little value for forestry purposes.

It would be difficult to prepare an advertisement more informing to the public or more likely to attract the attention of all likely to desire acquisition of land on Controller bay. On the 29th the chief forester sent a telegram making a similar announcement to his district forester at Portland, Ore.

The order has been attacked on the ground that it did not contain a provision delaying its taking effect for thirty days after its publication, as orders restoring land to settlement by homesteaders frequently do. An examination of the record furnishes an explanation of this feature of the order as made. When in October the two departments had agreed, with my acquiescence, that the order should be an elimination of only 320 acres an order describing the 320 acres, directing its restoration to settlement and containing the usual provisions of a homestead restoration order through his solicitor's memorandum on the face of the order, as follows:

Approved by Secretary. The form thus amended was submitted to the secretary of agriculture, who expressed his preference for the immediate restoration order through his solicitor's memorandum on the face of the order, as follows:

Mr. Clements, Assistant Attorney in the Interior Department—Washington, D. C. The secretary says it is the direct way and appeals to him.

The idea of the secretary's doubtfulness was that the short form of order was preferable because on its face it was directly indicative of the purpose to secure an opportunity to the railway company by proper entry to settle on the land eliminated, and as no one else was expected to intervene no postponement was needed. Accordingly when the case came for decision in the cabinet the order in its present form was proposed. This was the form sent me for my signature by the acting secretary of the interior department.

When I directed the striking out of the reference to the railway company and the enlargement of the area from 320 acres to 12,300 acres the form of the order in its present form was dictated restoration was not changed. I have no doubt that this was the reason why the order issued took the form it did. Had the postponement clause been suggested I would doubtlessly have directed it to be embodied in the order. But the event has proven that it was really not important in this case, for in now nearly nine months only the Controller Railway Navigation company has made any scrip entries on the eliminated tract, and this although 11,000 acres and three miles of water front still remain open to entry and there are several different railway companies in addition to the Controller Railway and Navigation company that had filed locations for rights of way in the vicinity in the last two years who have had in the last nine months the fullest notice of their opportunity if they wished to enter on this land.

The "Dick to Dick" Letter. Before closing I desire to allude to a circumstance which the terms of this resolution make apt and relevant. It is a widely published statement attributed to a newspaper correspondent that in an examination of the files of the interior department a few weeks ago a postscript was found attached to a letter of July 13, 1910, addressed by Mr. Richard S. Ryan to Secretary Ballinger—and in the present controversy the elimination of the Controller bay terminals for the Controller Railway and Navigation company. The postscript was said to read as follows:

Dear Dick—I want to see the president the other day. He asked me who it was I represented. I told him, according to my agreement, that I represented myself. He said, "I don't see how you can do that. You didn't see to it that you were for Charles Taft and asked him, to tell his brother, the president, who it was I really represented." I said, "I have no further objection to my claim. Yours, DICK."

The postscript is not now on the files of the department. If it were, it would be my duty to transmit it to the resolution. Who is really responsible for its wicked fabrication, if it ever existed, or for the viciously false statement made as to its authenticity is immaterial for the purposes of this communication. The purport of the alleged postscript is and the intention of the fabricator was to make Mr. Richard S. Ryan testify through his words to the public that although it was at first opposed in the public interest to granting the elimination which he requested, nevertheless through the undue influence of my brother, Mr. Charles P. Taft, and the disclosure of the real persons in interest I was induced improperly to grant the proposition of their private gain to make the order.

The statement in so far as my brother is concerned—and that is the chief feature of the postscript—is utterly unfounded. He never wrote to me or spoke to me in reference to Richard S. Ryan or on the subject of Controller bay or the granting of any privileges or the making of any location in respect to Alaska. He has no interest in Alaska, never had and knows nothing of the circumstances connected with this transaction. He does not remember that he ever met Richard S. Ryan. He never heard of the Controller Bay railroad until my cablegram of inquiry reached him.

Mr. Ballinger says in a telegram in answer to my inquiry that he never received such a postscript and that he was in Seattle on the date of July 13, when it was said to have been written.

Mr. Richard S. Ryan, in a letter which he has sent me without solicitation, says that he never met my brother, Mr. Charles P. Taft, and that so far as he knows Mr. Charles P. Taft never had the slightest interest in Controller bay, in the Controller Railway and Navigation company or in any Alaskan company, and he utterly denies writing or signing the alleged postscript. The utter improbability of his writing such a postscript to Mr. Ballinger at Washington, when the latter was away for his vacation for two months must impress every one.

The fact is that Mr. Ballinger never saw the letter of July 13, 1910, to which this postscript is said to have been attached. It was sent to me by Mr. Carr, Secretary Ballinger's private secretary, at Beverly, on July 14, the next day. I read the letter at Beverly in August with other papers and sent them to the White House. It was placed upon the White House files and remained there until April 22, 1911, when it was, by request of Secretary Fisher, for use in connection with his answer to a senate inquiry, returned to the interior department.

When I received the letter a correspondent is said to have seen the letter with the postscript attached. Mr. Carr saw no such postscript when he sent the letter to me. I did not see it when I read it. No one saw it in the executive office, but it remained to appear as a postscript when it is said that the correspondent saw the letter in April or May on the files of the interior department. All others were denied the sight.

The person on whose statement the existence of what has been properly characterized as an amazing postscript is based is a writer for newspapers and magazines, who was given permission by Secretary Fisher, after consultation with me, to examine all the files in respect to the Controller bay matter, and this under the supervision of Mr. Brown, then private secretary to the secretary of the interior. After the examination, at which it is alleged this postscript was received from the hand of Mr. Brown, the correspondent prepared an elaborate article on the subject of this order and Controller bay, which was submitted to Mr. Fisher and which was discussed with Mr. Fisher at length, but never in the conversation between them or in the article submitted did the correspondent mention the existence of the postscript. Mr. Brown states that there was no such postscript in the papers when he showed them to the correspondent and that he never saw such a postscript. Similar evidence is given by Mr. Carr and other custodians of the records in the interior department.

Stronger evidence of the falsity and maliciously slanderous character of the alleged postscript could not be had. It shows only signatures of the light of those on the bitterness and venom of some of them who take active part in every discussion of Alaskan issues. The intensity of their desire to besmirch all who invest in that district and all who are officially connected with its administration operates upon the minds of weak human instruments and prompts the fabrication of such false testimony as this postscript. I dislike to dwell upon this feature of the case, but it is so full of a lesson that ought to be taken to the heart of every patriotic citizen that I cannot pass it over in silence.

When I made this order I was aware that the condition of public opinion in reference to investments in Alaska, fanned by charges of fraud, some well founded and others of an hysterical and unjust or false character, would lead to an attack upon it and to the questioning of my motives in signing it. I remembered this when I made the order, and I was not mistaken. But a public officer when he conceives it his duty to take affirmative action in the public interest has no more right to allow fear of unjust criticism and attack to hinder him from taking that action that he would to allow personal and dishonest motives to affect him. It is easy in cases like this to take the course which timidly prompts and to do nothing, but such a course does not inure to the public weal.

I am in full sympathy with the concern of reasonable and patriotic men that the wretched resolution of the senate should not be turned over to be exploited for the profit of greedy, absorbing and monopolistic corporations or syndicates. Whatever the attempts which have been made, no man, as a member of fact, has secured in Alaska any undue privilege or franchise not completely under the control of congress. I am in full agreement with the view that every care, both in administration and in legislation, must be observed to prevent the corrupt or unfair acquisition of undue privileges, franchises or rights from the government in that district. But every one must know that the resources of Alaska can never become available either to the people of Alaska or to the public of the United States unless reasonable opportunity is granted to those who would invest their money to secure a return proportionate to the risk run in the investment and reasonable under all the circumstances.

On the other hand, the acrimony of spirit and the intense malice that have been engendered in respect of the administration of the government in Alaska and in the consideration of merely improper charges for the most part the wanton recklessness and eagerness with which attempts have been made to besmirch the characters of high officials having to do with the Alaskan government and even of persons not in public life present a condition that calls for condemnation and requires that the public be warned of the danger that its government is threatened by the hysterical suspicions of good people and the unscrupulous and corrupt misrepresentations of the wicked. The helpless state to which the credulity of some and the malevolent scandal mongering of others have brought the people of Alaska in their distress, and the infant they ought to give the public pause, for until a juster and fairer view be taken investment in Alaska, which is necessary to its development, will be impossible, and honest administrators and legislators will be embarrassed in the advocacy and putting into operation of those policies in regard to the territory which are necessary to its progress and prosperity.

WILLIAM H. TAFT The White House, July 26, 1911.

Evolution of the Nursing Bottle. The original nursing bottle was a cow's horn, to the small end of which were sewed two pieces of rubber as a nipple and the other end was closed by its nourishment between the stitches. According to Dr. D. Forsyth, fifteen century mothers used to nurse their babies for close upon three years, a duration still customary among the Japanese and Greenlanders. In the time of the Stuarts it had declined to between one and two years, and in the time of the Georges it fell to one year, and now he reckoned the average as eight months. During the Hanoverian period the practice of feeding babies artificially became somewhat common. Cow's milk was not then considered just the food for a baby deprived of its mother's milk, and the substance called "pap" was introduced through the cow's horn. "Pap" was a mixture of crust soaked water and sugar. A baby that thrived on it was usually one of rare constitution. The nursing bottle with a long rubber stem succeeded the cow's horn, and by degrees the comparative sanitary feeding bottle of today was introduced.—New York World.

An Island in a Cloud. White Island, thirty miles to the northeast of New Zealand, is perhaps the most extraordinary island in the world. It is an enormous mass of rock nearly three miles in circumference, rising 90 feet above the sea and is perpetually enveloped in dark clouds, which are visible for nearly 100 miles. The island consists almost entirely of sulphur, with a small percentage of gypsum. Some years ago an attempt was made to start a company to work the sulphur, which is of high quality, but sufficient capital was not subscribed. Therefore the export of sulphur from White Island is still very small. In the interior is a lake fully fifty acres in extent, the water of which has a temperature of 110 degrees F. and is strongly impregnated with acids. On one side of this lake are craters from which escape steam with great force and noise. This steam and the vapor from the lake form the dark cloud that envelops the island.

West Indies English. The moot question as to why English is spoken as she is apparently been settled by a colored man, of the old school. In a recent visit to the West Indies she accompanied her mistress and after returning regaled her envious neighbors with vivid accounts of her travels.

"In dem Wes' Indies," she remarked, "dey don't talk no English. No, dey don't. Dey talk foreign an' English-English, yes, sah. An' dat English dah ain't de same as we all talk. No, sah. Dey say down dah, dey say, 'ahn' for 'ain' and 'cahn' for 'can' an' such like deins'. Yes, sah. An' you want to know how come dey talk dat fool talk? Why, sah, when he English deen bust away 'um de Unshated States dey was so shamed dey'd ever belonged to us dat dey trad to get eben, an' jes' out a spite dey done change de pronunciation of de whole language."—St. Louis Republic.

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