LEAVE HIS DEAD WITH THE GREASERS?

Not Much, Said Skipper Ellis, and Took His Partner's Body to a Sea Burial, at Pistol Point.

"I read a while ago about a young Philadelphia man who died in the province of Sonora while on a pleasure trip through Old Mexico," said a Californian who was engaged in business in various parts of Mexico for many years. "The dead man's Philadelphia relatives, not being familiar with Mexican law, wired to the authorities of the town in which the young man died to embalm the body and ship it to Philadelphia. They then found out about the law, which requires that the bodies of all foreigners who die in Mexico shall be interred in Mexican soil for two years before being removed to resting places in their own land.

"The dead man's Philadelphia relatives protested, but their protests were of no avail. There was no way of getting over the law.

"A few years ago Frank Ives, the billiardist, died in Mexico, where he had gone in the hope of curing his lung trouble. His relatives made a hard fight against the Mexican authorities' determination to hold the body in Mexican ground for the prescribed length of time, even invoking with powerful influence behind them, the aid of our State Department. But they lost, and Ives's body remained buried in Mexico for the two years before it was brought to this country.

"All the same, I once saw that same Mexican law beat, and beat good. It happened fifteen years ago, in Mazatlan, on the west coast of Mexico. I was in the shipping business there.

"An American schooner returning to San Francisco from a long trading cruise in the South Seas dropped into the harbor. The first mate, an adventurous chap named Frank Stayman, who had been sailing out of San Francisco since his boyhood and was half owner of the schooner and partner in the trading enterprise, was dangerously sick with fever, and the skipper his partner, brought him into Mazatlan for medical attention.

"The skipper was Jim Ellis, a huge Californian who was as much at home on the deck of a bronco as on the quarterdeck of a ship, and a square and lovable man all through. I had known him well in California.

"The medical officer of the Mazatlan port took a look at the first mate and told the skipper that Stayman was in a bad way and should be taken to the Mazatlan Hospital. So to the Mazatlan Hospital, an adobe affair then, with primitive accommodations for patients used to civilized medical attention and nursing. Frank Stayman was taken from the schooner on the evening of the vessel's arrival in port. Skipper Ellis stayed ashore to nurse his mate in the hospital.

"But it was no use. The mate had been too long without treatment. He died on his second day in the hospital. A little while before he died he said to Skipper Ellis, in a lucid interval that presaged his early passing out:

"'Jim, I'm all in, and it's me to pipe out right yere in this Greaser bunk d'rec'ly. But I don't want to be put away down yere. I never had no kind o' use for Greasers, and I wouldn't feel shipshape or prop'rly battened down layin' in Mexican ground. Now, they ain't no way for you to git my carcass up home f'r burial, less'n the next steamer up from Panama will take the box that I'm in up to San Francisco, which it probably won't. So, Jim, I want you to bury me at sea.

"'Jes' take me out on the schooner on your way up home and git old Coonsey, the sailmaker, to sew me up in one o' his handy hammocks, and toss me over the side with the usual forty pounder lashed to my ankles. I'll thank you to 'tend to this, Jim, and it'll be a hull heap better than layin' aroun' yere in a burial plot filled with half-breed dead ones. The sea's good enough f'r mine. That'll be about all—s'long, matey.'

"And then Stayman turned over on the other side and passed out.

"Stayman had forgotten all about that two year clause in the Mexican law, but Skipper Jim Ellis hadn't, even if he didn't say anything about it, not feeling like distressing his partner in his final moments. Ellis wrapped his mate's body up in a winding sheet, and then he went to see the Alcalde of the town. He explained that he desired to convey his dead partner's body to the schooner, in order to give it a seaman's burial.

"The Alcalde replied that such a thing would be out of the question. The skipper expostulated calmly but ineffectually. The Alcalde said positively that the body of the mate would have to be interred in the strangers' plot—the equivalent down there of our potter's field—until the two years prescribed by Mexican law had elapsed.

"Capt. Ellis went to see the American Consul. The Consul could, of course, do nothing, and told Ellis so.

"'They're very finicky and touchy about their laws down here,' said the Consul to the skipper. 'You'd better let the body stay down here for the two years.'

"'And sidestep complyin' with the dyin' wish of my pardner? Not any,' replied Ellis, and then he came to see me. I wanted to help him, but there was no posible way that I could do it. I was in business in Mazatlan, and I'd have been chased into the sea by a mob had I shown any sort of disposition to meddle with the Mexican laws.

"The Panama steamer Colima, bound up for San Francisco, entered the harbor while we were talking, and Ellis boarded her and asked the captain if he would carry the dead mate's body up to San Francisco if he, Ellis, succeeded in getting the body on board the Colima. The Colima's captain, fearing trouble with the Mexican authorities, and regardful of what his company would think of the thing, said no.

"'All right! Then it's plumb up to me, sure enough,' remarked Skipper Ellis, bringing his teeth together with a click.

"At about 6 o'clock that evening Skipper Jim Ellis dismounted from a big mule in front of the 'dobe hospital, hitched the mule to a tree and went into the cooling room, where the body of his friend lay. He carefully secured the body in the winding sheet. When he picked the body up and threw it over his left shoulder the Mexican doctor and two nurses set up a howl. Ellis pulled a gun with his right hand and backed toward the door.

"'Don't you hoptoads came a-nigh me,' quietly cautioned Ellis as he backed out. 'This yere's my friend that I'm a-carryin', an' he's jes' as much my friend dead as he was alive.'

"The gun awed the doctor and the nurses; but they raced around the back way to inform the Alcalde, whose office was only half a square away. The Alcalde and half a dozen of those barefooted Greaser policemen rushed over and surrounded Ellis just as the skipper, after placing the mate's body in front of the saddle, climbed on board the mule.

"'Arrest him!' shouted the Alcalde, jumping around, and the half-breed cops pulled their dinky little swords and made as if to tackle Ellis. This time Ellis flashed both guns, and when he started to wave them the cops stepped back with a lot of suddenness.

"'I ain't a-huntin' f'r no mussiness,' proclaimed Ellis in a low but very clear tone, 'but I ain't a-goin' t' stand f'r no interference whatever while I'm performin' a Christian duty by a pal, the same bein' this yere dead boy, what would do the same f'r me in circumstances sim'lar. I'm a law-abidin' and God-fearin' man wherever I be, deep water or dry land. But this yere's a onusual case, and the first ombrey what tries t' hobble me is sure a-goin' to be het up a hull heap. G'lang!'

"And he dug his heels into the mule's sides, at the same time turning around in the saddle so as to keep the Alcalde and the bunch of cops covered with his guns. They didn't take the chance of letting fly a shot at him, for they've got a lot of respect for Gringo gun marksmanship down in Mexico.

"Meanwhile, the news of Ellis's act had travelled all over the place, and the four squares that he had to guide his mule to reach the waterfront were lined with sulky looking Mexicans. But not one of them had the nerve to make a move toward halting the determined looking, gun waving giant who had the body of his friend balanced crosswise in front of him on the mule.

"The schooner's long boat, every member of the crew armed, awaited Ellis when he reached the little landing. He dismounted, took the body on his shoulder, turned the mule loose, put the body in the long boat, and made the schooner in no time. Ellis had already secured his sailing papers, and, ten minutes after the body was brought on board, the schooner's mudhook was up and she was on her way out to sea.

"The mate's body was given a proper seaman's burial on the following day. Mexico complained to our State Department about the incident, but the matter was allowed to drop."

THE GENTLE ART OF JIU-DO.

Japanese Show Something New in the Jiu-Jitsu Line at Columbia.

A new thing in the line of Japanese athletics and physical culture was shown last week at Columbia. Prof. T. Tomita, of the Peers' College, Tokio, demonstrated the gentle art of "jiu-do," which is declared to resemble jiu-jitsu only as a sort of grandson. Jiu-do is a physical culture thing, and, primarily, has little to do with self-defence, which is the sole object of the jiu-jitsu. The demonstration of the new art was made before a large crowd of instructors and students in the gymnasium. Prof. Tomita introduced the science as one having authority. He learned it from the originator, who developed the thing only about thirty-five years ago.

Prof. Tomita and his assistant, Prof. E. Maeda, both of whom are finely built little men, came out on the floor dressed in complete habiliments of white silk. Their shoes were perhaps the most peculiar things they wore. These were made of very soft leather, and had a separate part for the great toe. They buttoned up the back, rather curiously. The trousers they wore were only to the knee, and were gathered like bloomers. The blouses had wide lapels, which were used later in some of the tricks to get a hold.

Prof. Bashford Dean, who has been in Japan, told the audience something about the art of jiu-do, and then the Japanese entered to illustrate. The first part of the programme consisted in showing some of the exercises to obtain control of the muscles, which is one of the chief things. Some wonderful things in the line of muscle-moving were done. Then followed a little exposition of some of the things in which the art is allied to jiu-jitsu. Several grips and holds were worked through slowly to give the persons present an idea of how the things were done. Then Prof. Tomita worked them through with lightning speed on his unfortunate assistant, who came up smiling and polite but purple of visage after each trick. A number of the wrestling tricks were tried on Mr. Keith, one of the Columbia gymnasium instructors, who was almost choked to the suffocating point by one of them.

"The art of falling properly" was then taken up in its turn. The professor showed how falling should be done so as not to hurt one's self. He ran about ten yards, suffered his attendant to trip him, and then fell wrongly just to show what a nerve jarring and bone racking thing it is to fall improperly. Then he tried it all over again and fell properly. This feature of the programme was a decided novelty, and was much appreciated by the onlookers. So pleased was the professor at his success that he fell all sorts of ways, backward and forward, invariably landing in some way so as to ease the shock and save his bones.

The programme was brought to a close with an exhibition of mediæval jiu-jitsu, which was intended for the protection of an unarmed man against an armed antagonist. Prof. Maeda armed himself with a sword, while Prof. Tomita contended himself with carrying a fan, folded tightly. The two strolled on to the mat from opposite directions and began a lively pantomime of quarrelling. Then followed queer Japanese disputations, not unlike the tearing of Irish linen in sound. This ended suddenly, when Prof. Maeda made a savage swipe at his antagonist with the hooked sword. Tomita was right there, however, and dodged under the arc of the swinging blade. In something less than it takes to tell he had swung his fan so sharply on Maeda's hand that the latter dropped the sword. Then Tomita got a jiu-do grip on his rival and had him *hors du combat* in a jiffy.

Prof. Tomita said that there had been considerable misunderstanding as to the exact nature of jiu-jitsu and jiu-do. The recent events at West Point, in which Higashi was thrown around easily by several of the cadets, were taken to mean that the Japanese style of wrestling was worthless. Tomita said that Higashi did not understand that it meant anything to be thrown on one's back. According to the Japanese style, only when a man is pinioned in any way so that he cannot move is he beaten. The misunderstanding as to this made it easy for the West Pointers to down Higashi, according to the American system. He did not try to avoid it, and was perplexed to know what they were trying it for. Tomita was sure things would have been different had Higashi known that he should try to avoid being thrown on his back.

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FOR THE WEST. *7.55 A.M. CHICAGO SPECIAL. *9.55 A.M. ST. LOUIS LIMITED. *10.25 A.M. THE PENNSYLVANIA LIMITED. 23 hours to Chicago. *1.55 P.M. CHICAGO & ST. LOUIS EXPRESS. *4.55 P.M. CHICAGO LIMITED. *5.55 P.M. ST. LOUIS EXPRESS. *5.55 P.M. WESTERN EXPRESS. †5.55 P.M. PACIFIC EXPRESS. *8.25 P.M. CLEVELAND & CINCINNATI EXP. *9.55 P.M. PITTSBURG SPECIAL. WASHINGTON AND THE SOUTH. 7.55, 8.25, *9.25, *9.55, *10.55, a. m., *12.55, 7.10 (*3.25, "Congressional Limited"), *3.25, *4.25, *4.55, 9.25 p. m., 12.10 night. Sunday, 8.25, *9.25, *10.55 a. m., 12.55 (*3.25 "Congressional Limited"), *3.25, *4.25, *4.55, 9.25 p. m., 12.10 night. SOUTHERN RAILWAY.—12.55, 8.25, 4.25 p. m., 12.10 a. m. daily. "Southern's Palm Limited," 12.55 p. m. week-days. ATLANTIC COAST LINE.—9.25 a. m. and 9.25 p. m. daily. "New York and Florida Special," 2.10 p. m. week-days. SEABOARD AIR LINE.—12.55 p. m. and 12.10 a. m. daily. "Seaboard Florida Limited," 12.25 p. m. daily. NORFOLK & WESTERN RAILWAY.—3.25 p. m. daily. CHESSAPEAKE & OHIO RAILWAY.—7.55 a. m. week-days, 4.55 p. m. daily. FOR OLD POINT COMFORT and NORFOLK.—7.55 a. m. week-days, 8.25 p. m. daily. ATLANTIC CITY.—9.55 a. m. and 2.55 p. m. week-days. Sundays, *7.55 a. m. CAPE MAY.—12.55 p. m. week-days. LONG BRANCH, ASBURY PARK (North Asbury Park Sundays) and Point Pleasant, 8.55 a. m., 12.25, 3.25, 4.55 p. m. and 12.10 night week-days. Sundays, 12.10, 9.25 a. m. and 4.55 p. m. FOR PHILADELPHIA. 6.05, 7.25, *7.55, 8.25, 8.58, *9.25, *9.55, *9.55, *10.25, *10.55, 11.55, a. m., *12.55, *1.55, 2.10, 2.55, *3.25, 3.55, 4.25, *4.25, *4.55 (†4.55 for North Philadelphia only), *5.55, 6.05, 7.55, 8.25, 9.25, (9.55 for North Philadelphia only) p. m., 12.10 night week-days. Sundays, 6.05, *7.55, 8.25, *9.25, *9.55, 9.55, *10.25, *10.55 a. m., *12.55, *1.55, *3.25, 3.55, *4.25 (*†4.55 for North Philadelphia only), *4.55, *5.55, 6.55, 7.55, 8.25, 9.25 (9.55 for North Philadelphia only) p. m., 12.10 night. *Dining car. †Extra fare train. Ticket offices, Nos. 461, 1354, 113 and 261 Broadway, 182 Fifth avenue (below 23d st.), 263 Fifth avenue (corner 29th st.), 1 Astor House, and stations named above: Brooklyn, 4 Court street, 860 Fulton street, 390 Broadway, and Pennsylvania Annex Station. The New York Transfer Company will call for and check baggage from hotels and residences through to destination. Telephone "543 Chelsea" for Pennsylvania Railroad Cab Service. W. W. ATTERBURY, General Manager. J. R. WOOD, Pass'r Traffic Manager. GEO. W. BOYD, General Passenger Agent.

"America's Greatest Railroad." NEW YORK CENTRAL & HUDSON RIVER R. R. THE SIX-TRACK TRUNK LINE. Direct Route from New York & Boston to Niagara Falls. Trains depart from Grand Central Station, 42d street, New York, as below: North and west bound trains, except those leaving at 8:30 A.M., 2:45, 3:30, 11:30 P.M., will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station. 12:10 A.M.—*MIDNIGHT EXPRESS. 8:30 A.M.—†EMPIRE STATE EXPRESS. 8:45 A.M.—*FAST MAIL—24 hours to Chicago. 10:20 A.M.—*DAY EXPRESS. 12:50 P.M.—*BUFFALO LIMITED. 1:00 P.M.—*SOUTHWESTERN LIMITED. 1:00 P.M.—*CHICAGO LIMITED. 2:45 P.M.—*The 20th CENTURY LIMITED—20-hour train to Chicago, via Lake Shore. 3:30 P.M.—†ALBANY AND TROY FLYER. 4:00 P.M.—MICHIGAN CENTRAL EXPRESS. 5:30 P.M.—*LAKE SHORE LIMITED—23½ hour train to Chicago. All Pullman cars. 5:32 P.M.—*CLEVELAND, CINCINNATI, ST. LOUIS, DETROIT and CHICAGO LIMITED. 6:00 P.M.—*WESTERN EXPRESS. 7:00 P.M.—*MONTREAL EXPRESS. 7:30 P.M.—*ADIRONDACK & MONTREAL EX. 8:00 P.M.—*BUFFALO, NIAGARA FALLS, CLEVELAND and TORONTO SPECIAL. 9:20 P.M.—*WESTERN N. Y. and CHICAGO EX. 11:30 P.M.—*CHICAGO and ST. LOUIS EXPRESS. *Daily. †Except Sunday. ‡Except Monday. HARLEM DIVISION. *9:06 A.M. and 3:35 P.M. daily, except Sundays, to Pittsfield and North Adams. Sundays at 9:20 A.M. Pullman cars on all through trains. Trains illuminated with Pintsch light. Ticket offices at 149, 261, 413 and 1216 Broadway, 25 Union Sq. W., 275 Columbus av., 275 West 125th st., Grand Central and 125th st. stations, New York; 338 and 726 Fulton st. and 108 Broadway, Brooklyn. Telephone "900 38th street" for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company. A. H. SMITH, Gen'l Manager. GEORGE H. DANIELS, Gen'l Passr Agent.

WEST SHORE R. R. (New York Central & Hudson River R. R. Lessee.) Trains leave Franklin st. station, New York, as follows and 15 minutes later foot West 42d st., N. R.: *1:00 P.M.—Chicago Express. 2:25 P.M.—Con. Lim. for Detroit, Chi & St. Louis. *6:00 P.M.—For Roch., Buffalo, Clevel'd & Chicago. †8:00 P.M.—For Roch., Buffalo, Detroit & St. Louis. *9:45 P.M.—For Syra., Roch., Nia. Falls, Det. & Chi. *Daily. †Daily, except Sunday. Baggage checked from hotel or residence by