VERDICT AGAINST ADMIRAL SCHLEY

The Majority of Court Find Him at Fault—Dewey Finds Otherwise—To Schley is Due Credit of Victory at Santiago.

Washington, Dec. 13.—The most prolonged, interesting and important naval tribunal ever held in this country came to a close tolay, having in open and secret session lasted one week short of three months, when Secy. Long was handed the findings of the court of inquiry which inquired into the conduct of Rear-Admiral Schley during the Santiago campaign. For seven weeks the court heard testimony, and for fully a month it deliberated upon that mass of evidence, finally reaching the conclusions announced today.

A COMPLETE SURPRISE.

The result was a complete surprise, and it is probable that no prophecy has approached the truth. Instead of one report there are two. Both are signed by George Dewey, president, and by Samuel C. Lemly, as judge-advocate. This is a form said to be recognized in all courts of inquiry, the signatures of the other members not being necessary. But it is explained that Admiral Dewey signed the second report, a minority report, to express his qualification of or dissent from the views expressed by the court, comprising, besides himself, Admirals Benham and Ramsay, in the first report.

NO FURTHER PROCEEDINGS.

It is said at the navy department that there will be no further proceedings in this celebrated case on the department's initiative. Secy. Long and Judge-Advocate Lemly positively decline to discuss the findings in any phase. The secretary received the reports at 5 o'clock this evening, and he has not yet acted upon them. It is probable that he will simply append his signature with the word "Approved" to the whole record. The court itself recommends no further proceedings, owing to the lapse of time.

SCHLEY IS INFORMED.

A representative of the Associated Press conveyed the first information of the findings of the court to Admiral Schley. He was seated in the public reception room of a hotel chatting with friends and several newspaper men and evinced no signs of nervousness over the outcome.

When the conclusions of Admiral Dewey were read to him Admiral Schley showed his pleasure, and it was evident from his manner that he regarded the statement from Admiral Dewey as a vindication of his cause.

He declined to make any statement concerning the court's findings, and, excusing himself from the little company, which had gathered about him, went to his apartments, where Mrs. Schley had been anxiously awaiting to hear the court's decision. Later the official copy was brought to the hotel by a messenger from the navy department. The reports are as follows:

THE REPORTS.

Court of Inquiry, McLean building, 1517 H street, N. W., Washington, D. C., Dec. 13, 1901.—The court having, by the authority of the navy department occupied rooms Nos. 9 and 10 McLean building, No. 1517 H street, N. W., Washington, D. C., while deliberating upon its proceedings, and the members thereof having assembled daily since Monday, November 11, with the exception of Sunday and holidays, and having concluded the investigation, reports its proceedings and the testimony taken, with a full and detailed statement of all the pertinent facts which it deems to be established, together with its opinion and recommendation in the premises.

FACTS.

Facts—The flying squadron, consisting of the Brooklyn, Massachusetts, Texas and Scorpion, under the command of Commodore W. S. Schley, U. S. N., sailed from Key West about 8 a. m. of May 19, 1898, with orders from the navy department and from the commander-in-chief of the North Atlantic station, to proceed with dispatch (utmost) off Cienfuegos to capture the enemy off that port, if possible, or to blockade him, and to make the blockade as close as possible.

The flying squadron arrived off Cienfuegos on the morning of May 22 and established a blockade. During the day the ships lay off the port at various distances, in no particular order. At night they formed in column of vessels, headed offshore and moved at only sufficient speed for keeping positions. The small vessels performed picket duty inshore of the large ships.

OPINION OF MAJORITY.

Commodore Schley did not proceed with utmost dispatch off Cienfuegos and block that port as close as possible. At 10 a. m. May 22, the Dupont arrived at Cienfuegos with a dispatch from the commander-in-chief, dated Key West, May 20, 1898, which informed Commodore Schley of the probability of the Spanish squadron being in Santiago de Cuba, and ordered him to hold Cienfuegos until the receipt of more positive information.

At 1:30 p. m., May 22, the Iowa arrived at Cienfuegos, and at 7 p. m. of the same date the Scorpion left Cienfuegos for Santiago.

At 8:15 a. m. of May 23, Commodore Schley received by the dispatch vessel Hawk the following dispatch and memorandums from the commander-in-chief:

Dispatch (No. 8), date Key West, May 21, 1898, which stated that the Spanish squadron was probably at Santiago and ordered Commodore Schley, if he was satisfied that the Spanish squadron was not at Cienfuegos, to "proceed with all dispatch, but cautiously to Santiago de Cuba, and if the enemy is there, blockade him in that port."

A memorandum dated off Havana, May 21, 1898, which directed Commodore Schley to mask his movements in leaving Cienfuegos.

M'CALLA'S LANDING PLACE.

A memorandum which stated that a good landing place had been found by Commander McCalla, thirteen and one-half miles west of Savanilla Point; that the Cubans had perfect knowledge of what was going on within Cienfuegos; that the Cuban forces in the San Juan mountains controlled the railway between Cienfuegos and Trinidad; and that there were fair roads from the landing places to Cienfuegos.

At 8:30 a. m., May 23, the Castine and the collier Merrimac arrived at Cienfuegos. At noon on the same date the British steamer Adula was permitted to go into Cienfuegos.

At 7 a. m., May 24, the Marblehead and Eagle proceeded to the landing place thirteen and one-half miles west of Savanilla Point, communicated with the insurgents, landed stores for them, learned that the Spanish squadron was not in the harbor at Cienfuegos, rejoined the squadron at 3:30 p. m. and reported to Commodore Schley the information obtained.

SCHLEY'S DISPATCH TO SAMPSON.

After the receipt of this information Commodore Schley wrote a dispatch to the commander-in-chief in which he stated: "I shall move eastward tomorrow." He also wrote a dispatch to the commandant of the naval base at Key West, in which he stated:

"As it is found impracticable to coal the Texas from the collier here, where there is so much swell, I shall proceed tomorrow off Santiago de Cuba, being embarrassed, however, by the Texas's short coal supply and her inability to coal in the open sea. I shall not be able to remain off that port on account of general short coal supply of squadron, so will proceed to the vicinity of St. Nicholas Mole, where the water is smooth and I can coal the Texas and other ships with what may remain in collier."

No work was, apparently, in progress on the fortifications of Cienfuegos while Commodore Schley was off that port.

No efforts were made by Commodore Schley to communicate with the insurgents to discover whether the Spanish squadron was in the harbor of Cienfuegos prior to the morning of May 24.

Signal lights were displayed on shore at night May 22 and May 23, but Commodore Schley had no information which enabled him to interpret them.

Before sailing from Cienfuegos Commodore Schley received reliable information that ships could be coaled in the vicinity of Cape Cruz and in Gonaives channel.

The flying squadron, with the exception of the Castine, sailed from Cienfuegos about 8 p. m. of May 24, the heavy ships in column of vessels, the light ships on the right flank, and the collier Merrimac on the left flank. At 10:10 a. m. of May 26, the light vessels were shifted to the port beam and the collier to the starboard beam.

Before midnight of May 24, owing to heavy rolling, the forward compartment of the Eagle filled with water, which reduced her speed.

On May 25 the wind was fresh from the eastward, the weather was bad and the sea was heavy for small vessels. The squadron reduced its speed to enable the Eagle to remain with it.

On May 26 the weather improved, the wind veered to the west and became light and the sea moderated. At 10:30 p. m. Commodore Schley sent the Eagle to Port Antonio to coal, and then to return to Key West. At noon of May 26 the Eagle had sufficient coal to steam ten knots per hour for three days.

SCOUTS JOIN SQUADRON.

At 5:30 p. m. the squadron stopped about twenty-two miles to the southward of port of Santiago, and was joined by the scouts Minneapolis and St. Paul. At 6 p. m., May 26, the engines of the collier Merrimac were temporarily disabled. The engines were changed to work "compound," and at 4:40 p. m. of May 27, she was able to make six knots with her own steam. The broken parts of the engines were repaired on board the flagship, all repairs being completed at midnight of May 28. The Yale towed the Merrimac while disabled. The commanding officer of the St. Paul visited the flagship in obedience to signal, took with him a Cuban pilot and had a conversation with Commodore Schley.

Commodore Schley had no conversation with the senior commanding officer of the scouts, and obtained no information from the scouts regarding the Spanish squadron.

At 7:45 p. m., May 26, Commodore Schley changed the course of the flying squadron to the westward, and signaled to his squadron, "Destination Key West, via south side of Cuba and Yucatan channel, as soon as collier is ready. Speed nine knots."

The squadron proceeded westward eighteen miles; stopped at 11:15 p. m. (the tow lines of the collier having parted), drifted until 3:40 p. m., May 27, resumed its westward course for twenty-three miles, stopped again at 7:15 p. m. and drifted until 1 p. m. of May 28.

DISPATCHES FROM DEPARTMENT.

At 9:30 p. m., May 27, the Harvard joined the flying squadron, and her commanding officer delivered to Commodore Schley the following dispatch dated May 25, addressed by the department to the Harvard at St. Nicholas Mole, Hayti:

"Proceed at once and inform Schley and also the senior officer present off Santiago de Cuba as follows: All department information indicates that Spanish division is still at Santiago de Cuba. The department looks to you to ascertain facts, and that the enemy, if therein, does not leave without a decisive action. Cubans familiar with Santiago de Cuba say that there is landing places five nautical miles west of Six (6) from mouth of harbor, and that the insurgents probably will be found, and not Spanish. From the surrounding heights can see every vessel in the port. As soon as ascertained, notify the deaprtment whether enemy is there. Could not squadron and also Harvard coal from Merrimac leeward of Cape Cruz, Cuba, Gonaives, Hayti channel or Mole, Hayti? The department will send coal immediately to Mole, Hayti. Report without delay the situation at Santiago de Cuba."

SCHLEY'S ANSWER.

This dispatch was answered by Commodore Schley about noon, May 27, as follows:

"Received dispatch of May 26, delivered by Harvard off Santiago de Cuba. Merrimac's engine is disabled and she is helpless; am obliged to have her towed to Key West. Have been absolutely unable to coal the Texas, Marblehead, Vixen and Brooklyn from collier, owing to very rough seas and boisterous weather since leaving Key West. Brooklyn is the only one in squadron having more than sufficient coal to reach Key West. Impossible to remain off Santiago in present state of coal account of the squadron. Not possible to coal to leeward of Cape Cruz in summer, owing to southwest winds. Harvard just reports to me she has only coal enough to reach Jamaica and she will proceed to Port Royal; also reports only small vessels could coal at Gonaives or Mole, Hayti. Minneapolis has only coal enough to reach Key West, and same of Yale, which will tow Merrimac. It is to be regretted that the department's order cannot be obeyed, earnestly as we have all striven to that end. I am forced to return to Key West via Yucatan passage for coal. Can ascertain nothing intelligible of enemy. Sent Eagle to Port Antonio yesterday, as she has only twenty-seven tons on board. Will leave St. Paul here. Will require 9,500 tons of coal at Key West."

COAL SUPPLY.

The coal supply of the vessels of the flying squadron at noon on May 27 was sufficient to have enabled them to steam at ten knots per hour: The Brooklyn, for 11¼ days; Iowa, 7½ days; Massachusetts, 19 days; Texas, 6¼ days; Marblehead, 3¼ days; Vixen, 11½ days, or to have remained on blockade duty off Santiago de Cuba: The Brooklyn, for 26 days; Iowa, 16 days; Brooklyn, for 26 days; Texas, 10 days; Marblehead, 5 days; Vixen, 23 days, and then steam to Gonaives, Hayti, or to Cape Cruz, Cuba, to coal.

At that date the flying squadron was accompanied by the collier Merrimac, containing 4,500 tons of coal. The amount of coal required to completely fill the coal bunkers of all the vessels of the flying squadron on this same date was 2,750 tons. The conditions of wind, sea and weather from noon on May 26, to June 1, were favorable for taking coal from a collier at sea off Santiago de Cuba.

COALED FROM THE COLLIER.

The Iowa, Castine and Dupont coaled at Cienfuegos from the collier Merrimac on May 23, and the Massachusetts and Castine on May 24.

The Texas asked permission to coal first on May 23, and was refused by Commodore Schley, who ordered the Iowa to coal first and the Massachusetts second. The Texas was ordered to coal from the collier on May 24, but the order was revoked as the Massachusetts was alongside the collier, and the commanding officer of the collier deemed it unsafe to place his vessel between two battleships. The Texas and Marblehead coaled at sea, off Santiago, with colliers., May 27 and 28; the Massachusetts and Vixen on May 29; the Brooklyn and Iowa on May 30; the Brooklyn, Texas and Marblehead on May 31.

At 3:35 p. m., May 27, Commodore Schley signaled to the St. Paul: "If Sampson comes here tell him half of squadron out of coal and collier engines broken down." At 10:45 p. m. May 27, Commodore Schley signaled to the Texas: "The more coal you take in this smooth weather the less you will have to take in Hayti."

LEFT SANTIAGO UNGUARDED.

Commodore Schley made no effort to ascertain whether the Spanish squadron was in the harbor of Santiago; he left said harbor entirely unguarded from 6 p. m. of May 26, to 5 p. m. of May 27, and guarded only by the scout St. Paul from 5 p. m., May 27, until about 6 p. m. of May 28.

The flying squadron arrived off the harbor of Santiago de Cuba, seven miles south of Morro, at 6 p. m., May 28, and established a blockade. The distance from Cienfuegos to Santiago is 315 miles. Commodore Schley did not proceed with all dispatch from Cienfuegos to Santiago de Cuba.

NO EFFORT TO DESTROY COLON.

Early on the morning of May 29, the Cristobal Colon and other vessels of the Spanish squadron were discovered at anchor in the harbor of Santiago, about 1,200 yards from the entrance. No attempt was made by Commodore Schley on May 29 or May 30 to capture or destroy these Spanish vessels.

At 1:30 p. m., May 30, the cruiser New Orleans and the collier Sterling joined the flying squadron.

At 10:55 a. m., May 31, Commodore Schley shifted his flag to the Massachusetts. At 11:3[illegible] a. m. the flagship Massachusetts signaled:

"The Massachusetts, New Orleans and Iowa will go in after dinner to a distance of 7,000 yards and fire at Cristobal Colon with eight, twelve and thirteen-inch guns. Speed about ten knots."

At 1:30 p. m. the three vessels designated steamed, in column, toward the entrance to the harbor of Santiago, heading to the eastward, at about ten knots' speed. The ships passed the harbor entrance about 7,000 yards distant from the Morro, firing at the Colon and the shore batteries at ranges varying from 7,000 to 8,200 yards. All projectiles fell short.

When the ships had passed to the eastward of the entrance the flagship turned off shore, followed in succession by the other ships, repassed the entrance and fired as before, but at ranges varying from 9,000 to 11,000 yards. Some of these projectiles fell near the Colon.

The fire was returned by the ships in the harbor, and by the land batteries, but no large guns were used by the batteries. Several projectiles passed over our vessels, but no injuries were sustained.

BLOCKADE AT SANTIAGO.

The flying squadron did not withdraw at night from the entrance to Santiago harbor to a distance at sea. The blockade was maintained at an average distance of about six to seven miles from the harbor entrance during the day and probably somewhat nearer during the night. Two vessels performed picket duty at night, two miles inside of the line of vessels.

BATTLE OF JULY 3.

The Spanish squadron was discovered to be in the entrance of Santiago harbor, steaming out about 9:30 a. m., July 3, 1898. The Brooklyn at that time was heading to the westward of north, about 6,300 yards southwest, three-quarters south from the Morro, which was practically her blockading position.

Large vessels coming out of the harbor of Santiago were obliged to head about southwest by south and the Spanish vessels, therefore, in steaming out until clear of the shoal to the westward, were obliged to head directly for the position of the Brooklyn. When clear of this shoal the Spanish vessels turned in succession to the westward and took a course nearly parallel to the land.

CERVERA'S FLEET.

The Brooklyn stood toward the Spanish vessels, with varying helm, fired one shot from her forward turret, at 3,500 yards range, which proved short, and then engaged with her battery. When about 1,400 yards distant from the leading Spanish ship, the Teresa, the Brooklyn turned to starboard with her helm aport, and continued so to turn until she headed to the westward, parallel to the course of the Spanish ships. The commanding officer of the Brooklyn put the helm hard aport and at almost the instant Commodore Schley gave the order, "Hard aport."

TURN OF THE BROOKLYN.

When the Brooklyn's helm was put hard aport the Teresa was about 1,400 yards to the eastward of north from the Brooklyn, the Viscaya was to the eastward of the Teresa and the Colon was to the eastward of the Viscaya. When the Brooklyn completed the turn and was heading to the westward, parallel to course of the Viscaya, the Viscaya and the Calon were about 2,400 yards to the northward and westward of the Brooklyn. The turn of the Brooklyn was toward the Texas. The Texas stopped and backed her engines.

TALK WITH HODGSON.

On July 3, 1898, about the time the Brooklyn began her turn to starboard a conversation regarding the proximity of the Texas took place between Commodore Schley and Lieut. A. C. Hodgson.

Admiral Schley caused to be published in a daily paper a letter addressed to him by Lieut-Commander A. C. Hodgson, dated June 11, 1899, in which Lieut-Commander Hodgson said: "The colloquy published in the New York Sun and alleged to have taken place between you and me on the day of the battle off Santiago, July 3, 1898, never occurred."

Admiral Schley did not have published the other letters of Lieut.-Commander Hodgson in regard to this letter.

MAJORITY OPINION.

The turn of the Brooklyn to starboard was made to avoid getting her into dangerous proximity to the Spanish vessels. The turn was made toward the Texas and caused that vessel to stop and back her engines to avoid possible collision.

Admiral Schley did injustice to Lieut.-Commander A. C. Hodgson in publishing only a portion of the correspondence which passed between them. ¼

Commodore Schley's conduct in connection with the events of the Santiago campaign prior to June 1, 1898, was characterized by vacillation, dilatoriness and lack of enterprise.

His official reports regarding the coal supply and the coaling facilities of the flying squadron were inaccurate and misleading.

His conduct during the battle of July 3 was self-possessed, and he encouraged, in his own person, his subordinate officers and men to fight courageously.

GEORGE DEWEY,
Admiral U. S. N., President.
SAMUEL LEMLY,
Judge-Advocate-General U. S. N., Judge-Advocate.

DEWEY'S OPINION.

In the opinion of the undersigned, the passage from Key West to Cienfuegos was made by the flying squadron with all possible dispatch, Commodore Schley having in view the importance of arriving off Cienfuegos with as much coal as possible in the ship's bunkers.

The blockade of Cienfuegos was effective.

Commodore Schley, in permitting the steamer Adula to enter the port of Cienfuegos, expected to obtain information regarding the Spanish squadron from her when she came out.

The passage from Cienfuegos to a point about twenty-two miles south of Santiago was made with as much dispatch as possible, while keeping the squadron a unit.

The blockade of Santiago was effective.

Commodore Schley was the senior officer of our squadron off Santiago when the Spanish squadron attempted to escape on the morning of July 3, 1898. He was in absolute command and is entitled to the credit due to such commanding officer for the glorious victory which resulted in the total destruction of the Spanish ships.

GEORGE DEWEY,
Admiral U. S. N.
SAMUEL LEMLY,
Judge-Advocate.

RECOMMENDATION.

In view of the length of time which has elapsed since the occurrence of the events of the Santiago campaign, the court recommends that no further proceedings be had in the premises.

GEORGE DEWEY,
Admiral U. S. N., President.
SAMUEY LEMLY,
Judge-Advocate-General U.S. N., Judge-Advocate.

Admiral Dewey was seen late tonight and declined to make any statement concerning the court's findings. He said that the court was not dissolved, and that he was still bound by his oath to secrecy.

WHAT RAYNOR SAYS.

Baltimore, Md., Dec. 13.—Isador Raynor showed keen disappointment when the findings of the court of inquiry were communicated to him tonight. He announced that he would go to Washington as soon as his engagements will permit, probably Monday or Tuesday, and he will counsel Admiral Schley to fight the case to a finish by every appeal that is possible.

In an interview he said: "I would prefer now not to say anything in connection with the opinion. I think the country will almost unanimously accept Admiral Dewey's judgment. The testimony was so overwhelming upon almost every one of the specifications in favor of Admiral Schley that I must confess I am utterly at a loss to understand upon what facts or upon the evidence of what witness the other two members of the court reached their conclusion.

"I am absolutely satisfied that the opinion of the two judges is at a total variance with the opinion of the country, and this will not by any means terminate the controversy. I shall advise the admiral to fight it to a finish, to open it by every appeal that is possible, congressional or otherwise, and I believe that the sentiment of the whole country will uphold him in his resolve not to let the judgment stand."

CAPT. PARKER'S VIEW.

New York, Dec. 14.—Capt. Parker, of Admiral Schley's counsel, was told early this morning of the purport of the two Schley reports. He said:

"Admiral Dewey, better than any one else in the world, was qualified to judge this case. He is the one man living, besides Admiral Schley, who conducted a campaign and fought a battle with modern ships, under modern conditions. He probably found there was a difference between theory and practice, and judged Schley in the light of his own experience. The two other members of the court were high-minded men of the highest character, and men who would not misjudge knowingly or willingly. They never had the experience the admiral had had, and probably did not see things in the same light as he did. We shall leave the matter to the judgment of the people of the country, confident that in the just popular mind, the findings of Admiral Dewey will be sustained.

Capt. Parker seemed almost as much pleased that Admiral Dewey had sustained Rear-Admiral Schley as if the court had been unanimous in the verdict that he (Dewey) rendered.

SCHLEY DECLINES TO LECTURE.

Washington Dec. 14.—Admiral Schley's mail has been steadily growing lately since it became known that the report of the court of inquiry was approaching completion. He has received a number of offers to go on the lecture platform. To one proposition was affixed a price of $500 a night for lectures to last forty nights. Admiral Schley politeely declined this and all other offers.

Hair Falls

It doesn't take much of Ayer's Hair Vigor to stop falling of the hair. This is because it is a regular hair-food, feeding and nourishing the hair and making it grow thick and heavy. It always restores color to gray hair—all the dark, rich color.

"I have used your Hair Vigor, off and on, for 30 years. I am now over 60 years of age, have a good head of hair and not a single gray hair."
Mrs. L. Wilbur, Wayland, N. Y.

$1. All druggists. J. C. AYER CO., Lowell, Mass.

GAS AND TROUBLE.

Comes From White Bread.

While it is true that we build up the body from food, it is also true that different kinds of food have different effects on the body and produce different results.

For instance, it is absolutely impossible to live on white bread alone, for it contains almost nothing but starch, and an excess of white bread produces gas and trouble in the intestines, while, at the same time, the other elements required by the body fo building up brain and nerve centers, as well as muscular tissue, have been left out of the white bread, and we see from experience the one trying to live on white bread alone gradually fails in mental and nervous power as well as loss in muscle.

Such a diet could not be kept up long without fatal results. A lady in Jacksonville, Fla., was crippled by an accident two years ago. Being without the power of exercise, an old stomach trouble that was hers for years became worse, and it was a serious question regarding food that she could digest.

A physician put her on Grape-Nuts Breakfast Food with some remarkable results. She says now that, not only is she able to do a big day's work, because of the strength of her brain and nerves, but that she has finally thrown away her crutches because the muscles of her limbs have gradually grown stronger since she began the use of Grape-Nuts, and now she is practically well and can go about without trouble, notwithstanding the fact that it was said she would never be able to walk again. So much for eating the right kind of food instead of remaining an invalid and a cripple because of the lack of knowledge of the kind of food to use to bring one back to health. Name given on application to Postum Cereal Co., Ltd., Battle Creek, Mich.

Headache

Sick, Nervous, Neuralgic.

No matter what may be the name or the cause, if you are subject to headache in any form, you are naturally more interested in knowing how to prevent and cure it. The next time your head aches get a box of

DR. MILES'
Pain Pills

They *do cure* headache and pain in all forms.

Sold by all druggists. Price 25c.

"For nervous and sick headache we consider Dr. Miles' Pain Pills the best remedy that we have ever tried. Mrs. Harman has found the most severe attacks yield immediately to their curative influence." REV. T. H. HARMAN, Fennimore, Wis.

Dr. Miles Medical Co., Elkhart, Ind.

Drs. Shores & Shores' Splendid Offer

"ONE DOLLAR FOR EXAMINATION, PRESCRIPTION AND MEDICINE" IS THE TALK OF THE CITY.

MANY PEOPLE HAVE CALLED ON DRS. SHORES DURING THE PAST WEEK TO THANK THEM FOR THEIR SPECIAL OFFER—AND HUNDREDS HAVE TAKEN ADVANTAGE OF THE OPPORTUNITY TO OBTAIN EXAMINATION, PRESCRIPTION AND MEDICINE FOR ONE DOLLAR. Many people express the opinion that this generous offer will make Drs. Shores more popular with the Sick and Afflicted than anything else they could do. They say: "Often we have need of your services for slight ailments, such as coughs, colds, throat trouble, Stomach troubles, etc., which do not require extended treatment,—where we simply want a little advice and medicine, and we would prefer to go to Experienced Specialists—rather than trust the case with some ignorant Quack, or buy a bottle of fake patent Medicine, that often contains Opium, Cocaine, and other injurious poisons." Under the $1 offer anyone can secure examination, prescription and medicine, as cheaply as buying Patent Medicines, and thus avoid all risk and dangers. If your case is deepseated and complicated, requiring a regular Course of treatment, Drs. Shores' terms are low and within the reach of all.

Drs. Shores' Christmas Present to the Poor.

If there are any poor people in the City, who need medical services and are unable to pay $1 for prescription and medicines, Drs. Shores will FURNISH THEM MEDICINES ABSOLUTELY FREE, provided they apply at the office between the hours of 9 a. m. and 10 a. m. presenting a note from any Bishop, Minister or other responsible party known to us, stating that they are worthy and unable to pay for treatment. DON'T SUFFER LONGER, COME ANY DAY THIS MONTH.

DR. G. W. SHORES.

WE TREAT AND CURE.

Catarrh and Stomach Troubles, Nervous Diseases, Kidney Diseases, Bladder Trouble, Heart Diseases, Diseases of the Stomach and Bowels, Piles, Fistula and Rectal Diseases, Female Complaints, Diseases of Women and Children, Rickets, Spinal Troubles, Skin Diseases, Deafness, Asthma, Bronchial and Lung Troubles, Consumption in the First Stages, Rheumatism, Hay Fever, Neuralgia, Hysteria, Eye and Ear Diseases, Goitre or Big Neck, La Grippe, Lost Manhood, Blood Diseases, Special Diseases, Scrofula and all forms of Nervous and Chronic Diseases (that are curable). CALL OR WRITE.

DR. A. J. SHORES.

DANGER SIGNALS

Aches and Pains Are the Danger Signals That You Are Sick and Need Treatment.

Read the following symptoms over carefully, mark those you feel in your case, and send or bring them to Drs. Shores and they will tell you whether you can be cured FREE OF CHARGE.

The Head and Throat.

This form of catarrh is most common—resulting from neglected colds—quickly cured with little cost by Drs. Shores' famous treatment.

"Is your nose stopped up?"
"Does your nose discharge?"
"Is your nose sore and tender?"
"Is there pain in front of head?"
"Do you hawk to clear the throat?"
"Is your throat dry in the morning?"
"Do you sleep with your mouth open?"
You can be easily cured now—don't let it run into complications.

The Bronchial Tubes.

When catarrh of the head or throat is neglected or wrongfully treated, it extends down the windpipe into the bronchial tubes, and after a while attacks the lungs. Quickly cured with little cost by Drs. Shores' famous treatment.

"Have you a cough?"
"Do you take cold easily?"
"Have you pain in the side?"
"Do you raise frothy materials?"
"Do you spit up little cheesy lumps?"
"Do you feel you are growing weaker?"
Don't risk neglecting these warnings—stop the disease before it reaches the lungs.

Of the Ears.

Catarrh extends from the throat along the eustachian tubes into the ears, causing partial or complete deafness. Quickly cured with little cost by Drs. Shores' famous treatment.

"Is your hearing failing?"
"Do your ears discharge?"
"Is the wax drying in your ears?"
"Do you hear better some days than others?"
"Is your hearing worse when you have a cold?"
Don't neglect this until your hearing is irreparably destroyed. Drs. Shores can cure you.

Kidney Disease

Results in two ways, by taking cold and by overworking the kidneys in separating from the blood the catarrhal poisons which affect all organs. Quickly cured with little cost by Drs. Shores' famous treatment.

"Do your hands and feet swell?"
"Is it noticed more at night?"
"Is there pain in the small of the back?"
"Has the perspiration a bad odor?"
"Is there puffiness under the eyes?"
"Do you have to get up often at night?"
"Is there a deposit in urine if left standing?"
Don't neglect these signs and risk Bright's Disease killing you. Cure it now.

Liver Disease.

The liver is affected by Catarrhal poisons, extending from the stomach into the ducts of the liver. Quickly cured with little cost by Drs. Shores' famous treatment.

"Do you get dizzy?"
"Have you cold feet?"
"Do you feel miserable?"
"Do you get tired easy?"
"Do you have hot flushes?"
"Are your spirits low at times?"
"Do you have rumbling in the bowels?"
These are the seven simple signs indicating disease of the liver. If you have any or all of them, seek Drs. Shores now and be cured.

Of the Stomach.

Catarrh of the Stomach is usually caused by swallowing mucus, which drops down from the head and throat at night. Quickly cured at little cost by Drs. Shores' famous treatment.

"Is there nausea?"
"Do you belch up gas?"
"Are you constipated?"
"Is your tongue coated?"
"Do you bloat up after eating?"
"Is there constant bad taste in the mouth?"
Now is the time to be permanently cured. Drs. Shores are curing hundreds every week.

Symptoms of Diseases of the Nerves.

The majority of nervous diseases are caused by poisons in the blood. Poison circulating in the blood harasses the brain and nerves, and such symptoms as these follow:

Do you get giddy?
Is your mind dull?
Are you easily dazed?
Do you have headache?
Are you easily excited?
Do your hands tremble?
Does your heart flutter?
Are you easily irritated?
Are you always anxious?
Do your muscles twitch?
Is your temper irritable?
Suffer from sleeplessness?
Are you easily frightened?
Does your sleep not refresh you?
Do you suffer from neuralgia?
Do you have horrible dreams?

DRS. SHORES & SHORES,

SPECIALISTS.

Lyon Block, 56 W. 2nd So. Salt Lake City.

OFFICE HOURS—Week days, 9 a. m. to 4 p. m. Evenings, 7 to 8 p. m. Sundays and holidays, 10 a.m. to 12 noon.

HOME TREATMENT.

No one deprived of the benefits of Drs. Shores' skill because of living at distance from the office. The same wonderful and uniform success attending the treatment of Drs. Shores in their office is found in their HOME TREATMENT OF PATIENTS BY MAIL. By the use of a symptom blank they are able to diagnose cases and prescribe for them, and by their reports keep a close watch upon them. Patients living in the country may enjoy the benefits of Drs. Shores' skill as well as those in the city. WRITE FOR SYMPTOM BLANK and take advantage of this special offer.

TOYS AT WHOLESALE

TOYS AT WHOLESALE.

PRICES, ROCK BOTTOM.

THE LACE HOUSE

Largest Stock West of Chicago.

CHRISTMAS TOYS

SAMPLES NOW OPEN FOR INSPECTION.

THE LACE HOUSE, 228 and 230 Main St.

Utah's Greatest Store, Salt Lake City, Utah.

To Get Rid of a Troublesome Corn.

First soak it in warm water to soften it, then pare it down as closely as possible without drawing the blood and apply Chamberlain's Pain Balm twice daily; rubbing vigorously for five minutes at each application. A corn plaster should be worn for a few days, to protect it from the shoe. As a general liniment for sprains, bruises, lameness and rheumatism, Pain Balm is unequaled. For sale by all druggists.

WOMEN OF THE BIBLE.

An appropriate Christmas present. Elegantly bound in cloth, 75c per copy at Cannon Book Store.

Whole Wheat and Graham Bread and Zwieback at 63 East First South. ST. HELENA SANITARIUM FOOD CO.

An attractive woman thrives on good food and sunshine, with plenty of exercise in the open air. Her form glows with health and her face blooms with its beauty. When troubled with a costive habit, she takes a few doses of HERBINE to cleanse her system of all impurities. Price, 50 cents. Z. C. M. I.

BONDS FURNISHED.

All kinds of court and official, personal surety for employers, contractors, corporation officers, trustees and administrators; also burglary insurance written by United States Fidelity and Guaranty Co., of Baltimore, Md.

THE WILSON-SHERMAN CO, Gen'l Agents, 52 West Second South street.

WE WANT YOUR BUSINESS.

Brokerage House of

JOHN C. CUTLER, JR.,

Investment

STOCKS & BONDS

Bought and Sold.

Bank and Commercial Stocks Securities.

36 Main St. Tel. 127

COMPLETE LINES OF

Dry Goods, Boots & Shoes, Blankets, Quilts, Etc.

FINE LINE OF

Groceries.

13th Ward Store,

72 MAIN ST.