## FREE TO THE CHILDREN.

Handsome Book and Diamond Dye Colored Crayons Given Away.

The thousands of children who were made happy last winter by the American Bird Book will be glad to know that a new and enlarged edition has been printed and is now ready for distribution, together with the famous Diamond Dye colored crayons, that are used in coloring the pictures in this book.

The leading druggists in most cities have received a supply of these books and crayons, and should present you with a book and a set of crayons on request, but if your druggist does not have them, send two 2-cent stamps to Wells, Richardson & Co., Burlington, Vt., and they will mail you a copy of the "American Bird and Animal Book" and a set of ten Diamond Dye Colored Crayons.

This liberal offer is made to advertise the original and reliable Diamond Dyes, home dyes that require no skill, only care and the simple following of directions. With Diamond Dyes it is easy to make a new dress out of an old one, by simply changing the color. They are the standard home dyes, making beautiful and brilliant colors that will not fade.


## TO-DAY'S NEWS IN BRIEF.

BUSINESS.

Local discount rates were firmer, between 5 and 6 per cent. Domestic exchange was quoted as follows: New York, 40c discount bid, 50c discount asked; Chicago, 50c discount bid, 20c discount asked; Cincinnati, Louisville and New Orleans, 10c discount bid, par asked.

Wheat closed lower at 70½@70⅝c bid Dec., 71½c asked May, 71½@72½c No. 2 red. Corn closed lower at 57@57⅛c asked Dec., 55c bid May, 58c No. 2 mixed. Oats closed at 26½c asked May and 28½c No. 2 Northern.

The local market for spot cotton was unchanged.

LOCAL AND SUBURBAN.

Maronite Catholics organize to establish Arabic school and carry on religious and charitable work.

Largest crowd of the week was at the Fair yesterday.

City Counselor Schnurmacher says the House of Delegates has authority to investigate the acts of a police court Judge and the Wislizenus inquiry begins.

Engineer Strung and Fireman Shanks were hurt in a wreck on the C. & A. at Granite City.

World's Fair Committee on Manufactures and Liberal Arts considers plans for a comprehensive exhibit of graphic arts.

Wilbur Opera Company's chorus girls missed pay day because manager went to V. P. ball.

R. M. Hubbard is erecting a Colonial style residence in Westminster place to cost $18,000.

GENERAL DOMESTIC.

Several counties will ask Attorney General Crow for a ruling in regard to the road law and its effect on poll taxes.

A United States Marshal's claim was disallowed because he had served a subpoena by telephone. He has taken an appeal.

The Ninth Missouri Cavalry Reunion Association, in session at Macon, Mo., elected officers, changed its name and made plans to preserve its history.

The National Purity Association is holding its annual convention in Chicago.

General Smith has sailed from Manila with the Seventh Infantry for the relief of the troops on the Island of Samar.

Mrs. Carrie Nation has been released from jail at Wheeling, W. Va., and has left the city, promising to return and institute a suit for damages for false arrest.

FOREIGN.

Ambassador Choate leaves England Saturday for the United States. It is not expected that he will return to London in an ambassadorial capacity, it being believed that there is considerable antagonism between his views and those of the President.

Coal miners of France may strike on November 1 unless their demands for an eight-hour day, a minimum wage and a pension after twenty-five years of work are granted. Troops are being re-enforced in the coal districts to prevent trouble.

SPORTING.

Richard Croker has engaged the services of Jockey McGinn for next season. Mr. Croker denies that his trainer, Wishard, will resign his place and return to the United States.

A London sporting club has offered a $5,000 purse for a fight between Terry McGovern and Jordon, the English featherweight champion. It is not expected that McGovern's trainer will accept the terms.

RAILROADS.

Wabash stockholders met here yesterday and confirmed action taken at the Toledo meeting.

Southwestern Passenger Bureau held its quarterly meeting here yesterday.

The Arkansas Railroad Commission has remitted the fines imposed on certain lines for failure to make returns.

It is reported that J. J. Hill will take F. D. Underwood from the Erie and place him at the head of the Great Northern system.

The Pittsburg and Western has been absorbed by the Baltimore and Ohio.

Further details are given of the projected road in Cape Breton.

**Marine Intelligence.**

New York, Oct. 9.—Arrived: Barbarossa, from Bremen and Southampton; Oceanic, from Liverpool.

Delaware Breakwater, Oct. 9.—Passed in, 8:20: Pennland, from Antwerp.

Southampton, Oct. 9.—Arrived: Philadelphia, from New York.

Plymouth, Oct. 9.—Arrived: Deutschland, from New York for Cherbourg and Hamburg.

New York, Oct. 9.—Sailed: St. Paul, Southampton; Southwark, Antwerp; Majestic, Liverpool; Mongolian, Glasgow.

Liverpool, Oct. 9.—Arrived: Ansonia, Boston; Noordland, Philadelphia.

Glasgow, Oct. 8.—Arrived: Furnessia, New York.

Sydney, N. S. W., Oct 9.—Arrived previously: Ventura, San Francisco, via Honolulu and Auckland.

London, Oct. 9.—Arrived: Manitou, New York.

Cherbourg, Oct. 9.—Arrived: Deutschland, New York, via Plymouth, for Hamburg.

Southampton, Oct. 9.—Sailed: Kaiser Wilhelm der Grosse, from Bremen for New York, via Cherbourg.

Glasgow, Oct. 9.—Sailed: Norwegian, Boston.

Queenstown, Oct. 9.—Arrived: Germanic, New York, for Liverpool, and proceeded.

Berlin, Oct. 9.—The United States training ship Buffalo, Commander C. W. Hutchins, has arrived at Kiel from Kronstad.

Queenstown, Oct. 9.—Arrived: Cymric, New York for Liverpool and proceeded.

Rotterdam, Oct. 9.—Arrived: Maasdam, Rampton, for New York.

Cherbourg, Oct. 9.—Sailed: Kaiser Wilhelm Der Grosse, from Bremen and Southampton, New York, via Boulogne-sur-Mer.

New York, Oct. 9.—Arrived: Marquette, London.

AXSALA SEAL

(REGISTERED.)

JACKETS

Axsala Seal is the world's latest and best creation in Fur Jackets.

Made to fit like a glove.

Approved by French and American Fashion.

Fur and lining guaranteed.

At all up-to-date Fur Departments.

Look for the label.


# ADMIRAL SCHLEY'S BEARING UNDER FIRE OF SPANIARDS.

Navigator of the Massachusetts Gives Testimony Before Naval Court Reflecting Upon the Commander's Courage.

LEE SIDE OF CONNING TOWER.

Commander Potts Testifies That Admiral Schley Was Apparently Under a Great Mental Strain and Was Very Much Excited.

BOMBARDMENT OF THE COLON.

REAR ADMIRAL H. C. TAYLOR, Commander of the Indiana in the Spanish War, who testified before the Schley court yesterday.

Washington, Oct. 9.—In the Schley Naval Court of Inquiry to-day, Lieutenant Mark L. Bristol completed his testimony, begun yesterday, and three new witnesses were introduced. They were Rear Admiral Henry C. Taylor, who, as Captain, commanded the battleship Indiana during the war with Spain; Lieutenant Commander Templin M. Potts, who was navigator of the battleship Massachusetts during that period, and Lieutenant Edward F. Leiper, who was on the New Orleans during the war, the last named being still on the stand when the court adjourned for the day.

Admiral Taylor related incidents of the battle off Santiago on July 3, including the Brooklyn's famous turn. He said that none of the Spanish ships had made any effort to ram the American vessels when they came out of the harbor at Santiago.

Commander Potts's testimony dealt especially with the bombardment of the Colon. Answering a question from Judge Advocate Lemly as to the conduct of Commodore Schley during that engagement, he said it was that of a man laboring under great mental excitement, and of a man who was anxious to discharge as soon as possible a disagreeable duty.

In Commander Potts's examination, Mr. Rayner secured permission from the Court to introduce as evidence the order of Secretary Long to Admiral Sampson, dated April 6, in which he was admonished against the exposure of the American vessel to the fire of strongly fortified forts. The paragraph in that order which he especially wished to have considered reads as follows:

"The department does not wish the vessels of your squadron to be exposed to the fire of the batteries at Havana, Santiago de Cuba, or other strongly fortified ports in Cuba, unless the more formidable Spanish vessels should take refuge within those harbors. Even in this case, the department would suggest that a rigid blockade and employment of our torpedo boats might accomplish the desired object, viz, the destruction of the enemy's vessels, without subjecting unnecessarily our own men-of-war to the fire of the land batteries."

This dispatch also contains the following order: "The department further desires that, in case of war, you will maintain a strict blockade of Cuba, particularly at the ports of Havana, Matanzas, and, if possible, of Santiago de Cuba, Manzanillo and Cienfuegos."

**QUESTIONS SCHLEY'S REPORT OF CIENFUEGOS BLOCKADE.**

Mr. Rayner began his examination of Lieutenant Bristol with questions concerning the accuracy of the stadimeter for the measurement of distances at sea. He asked if he would rather trust his own visual observation for a 4,000-yard range than the instrument. The witness stated that the stadimeter was more accurate for distances below 4,000 yards than above that distance. At that distance he would make several observations for confirmation of visual observation. "The error," he said, "became greater the greater the distance."

Lieutenant Bristol was also questioned by Mr. Rayner concerning the distance out of the blockading ships at Cienfuegos, but he declined to change his estimate of yesterday that it was from eight to ten miles distance from the harbor.

Mr. Rayner said: "I will read you Commodore Schley's report as to the blockade off Cienfuegos. He says: 'A line of blockade was established about four miles off shore and at night an inshore line was maintained consisting variously of the Scorpion, Dupont and Castine, the last-named vessel arriving on the 23d, convoying the Merrimac.' If you are right, the Commodore has stated what has not occurred when he says: 'A line of blockade was established about four miles off shore at Cienfuegos.' That is not a correct statement of the Commodore's, is it?"

"The statements I make are what I thought and what I believe to be right. I do not question other people's words."

"Now, refresh your recollection with an official report. The statements you have made are that during the daytime the squadron lay off Cienfuegos from four to six to ten miles and during the night from eight to ten miles. Without questioning either Commodore Schley or yourself, when I read his official report do you still stand on your statement of six to ten miles?"

"I have to stand by my statement."

Mr. Rayner also interrogated Lieutenant Bristol concerning his estimate, made soon after the arrival of the fleet off Santiago, that the Spanish shore batteries amounted to but little. He had said yesterday that the elevation of these batteries was from 150 to 200 feet. Mr. Rayner produced a chart to show that the Morro battery was 220 feet above the water line and the Zocapa battery 230 feet.

"Now, then," asked Mr. Rayner, "are you as positive about the distance you gave here as in other cases in which you have given distances?"

"I will stand to my statement. I had not seen the chart when I prepared my statement."

**ADMIRAL DEWEY WANTS FACTS, NOT OPINIONS.**

Mr. Rayner asked the witness whether there had been any menace to any of the American ships on July 3 from the shore batteries. Lieutenant Bristol replied that there was danger to the Gloucester because that vessel was unarmed. He said that he did not consider the New York in danger. Mr. Rayner then read from a report by Secretary Long, saying that on that day the New York had sustained the undivided fire of the shore batteries. "Do you still say in view of that statement that the shore batteries did not amount to anything?"

"You asked my opinion," the witness replied, "and I have given it to you."

Admiral Dewey: "We don't want opinions."

At the request of Mr. Rayner, the witness made measurements from his chart to show the distance the Brooklyn was from the Spanish ships during the fight off Santiago. The reply was:

"The distance of the Oquendo from the Brooklyn, taken from the chart just before the turn, is 4,900 yards, the Maria Teresa 3,700 yards. Taken from the chart, when the Maria Teresa and Oquendo were about to run ashore, which is practically the nearest point, the Oquendo was 2,800 yards from the Brooklyn and the Maria Teresa 3,000 yards."

Quoting Lieutenant Commander Hodgson's statement that the shortest range of the Brooklyn's guns in the battle was 1,400 yards, and her greatest 2,500 yards, and referring to the fact that a number of the Brooklyn's 5-inch shells had struck the Spanish ships, Mr. Rayner asked a number of questions for the purpose of showing that if the distance was as great as the chart shows and the guns were set for the range given, it would have been impossible for the shots to go to the mark. "Isn't it certain," he asked, "if the shots struck that the chart is incorrect?"

The witness replied that "the Maria Teresa and the Oquendo could have been hit with 5-inch guns."

"With guns set at that range?"

"Yes, she could do it. I have seen very wild fire when a ship has any motion on."

Captain Lemly then took the witness, developing the fact that he had been for six months in the coast survey, where he daily had used the sextant.

The Judge Advocate asked: "How far would have been the Brooklyn from the leading Spanish ships just emerging from the harbor of Santiago, provided she had immediately started ahead at twelve knots?"

In reply, the witness said: "At twelve knots speed she would go in five minutes 2,000 yards, if she was going at that speed, but she was dead in the water, as I understand. Therefore, I should say she would make about 1,500 yards the first five minutes. That would mean that she was close on to 6,000 yards from the Morro. The ships, when I first sighted them, were at Cay Smith. I believe that, to the best of my recollection, to be 1,000 yards inside the Morro. These ships came out of there at about 10 to 12 knots. At 12 knots they would go one-twelfth of one knot in five minutes. That is 2,000 yards, but they turned to the westward, so they did not go 2,000 yards. But call it 2,000 yards. Then 2,000 yards and 1,000 yards, subtract from 7,000, plus 1,000, makes 8,000, which would make them 5,000 yards off at the first shot."

The Court then asked: "Do you know that any orders were signaled to the fleet by the Brooklyn during the battle of July 3?"

"From my personal observation, I do not know."

Lieutenant Bristol was then excused and Rear Admiral Taylor was called. He stated that when the battle off Santiago on July 3 began the Indiana, of which he was in command, had occupied the easternmost post on the line of the blockade, having taken the place of the flagship New York when it left for Siboney.

In reply to a question from the Judge Advocate as to whether he had observed the position of the Brooklyn at the time of the beginning of the battle, the witness said: "Just before the beginning of the battle I did, and on two occasions thereafter."

"After the beginning of the battle, please state where you observed the Brooklyn, whether you noticed her proximity to the Texas and what it was."

**SAW THE BROOKLYN CLOSE TO THE TEXAS.**

"When the battle had been on about 10 or 15 minutes, my attention was attracted to the Brooklyn by my signal officer, Captain Dawson. He said to me that the Brooklyn must be injured, or words to that effect, as she was dropping out of action. I observed the Brooklyn, heading apparently about south or off shore. She was then on my port bow, had a mile, perhaps, ahead of me, and at that time a quarter of a mile outside of the line of our column. She was not turning, as far as I could see. The Texas was apparently lying still in the water. I did not see whether she was backing or not. The distance between those two ships was impossible for me to see, as they were too nearly in a line for me to judge of the distance between them. I simply observed that there was a bunch of ships ahead of me. Not more than a few minutes later my attention was again turned to the Brooklyn. She had then proceeded a distance not over two miles and not under one mile from the time I had seen her first, and the second time I saw her, as near as I could figure out, one and a half mile to seaward of our column of battle. Immediately afterwards she passed into the thick smoke which was lying in patches about. I took no further notice of her. On these two occasions, however, my recollection is very plain and the distance very near to what I stated."

In reply to a question if there was any attempt on the part of any of the Spanish vessels to ram any of the vessels of the American squadron, witness replied:

"I observed that there was no such attempt."

At the afternoon session Admiral Taylor said that on the morning of the battle of July 3 the Indiana had signaled: "The enemy is escaping."

The Court asked only one question of Admiral Taylor, as follows: "Was the Indiana in such position, with reference to the Brooklyn and the enemy's ships, just after they cleared the entrance of the harbor, that you could form a fairly correct estimate of the distance between them?"

"At the time mentioned there were but two occasions when the smoke permitted me to see the Brooklyn distinctly. I could not, therefore, say what was the distance between the enemy and the Brooklyn just after the Spanish fleet came out of the harbor."

Admiral Taylor was then excused, and Lieutenant Commander Templin M. Potts, who was navigator of the Massachusetts, was called.

**SAYS SCHLEY GOT OUT OF RANGE OF THE SPANISH.**

Commander Potts said that he had been on the Massachusetts, on May 31, the day of the bombardment of the Colon, when Commodore Schley had used that vessel as his flagship.

Detailing Commodore Schley's conversation on that occasion, the witness said: "When Commodore Schley came on board I heard him say: 'Higginson, I am going in with you and the Iowa and put the Colon with your big guns. I want to fire deliberately. Admiral Sampson will be here tomorrow morning and I wish to destroy the Colon,' or words to that effect. After that there was a conversation between Commodore Schley and the commanding officer of the ship as to when we would go in and it was determined that we would allow the men to go to dinner and go in afterward, which we did. Later on, about 1 o'clock, I think, while on the port bridge just abaft the pilot-house, I was present at a conversation between Commodore Schley and Captain Higginson, in which the question of where the ship was to be fought was under discussion. Commodore Schley asked Captain Higginson what position he intended to take. He replied: 'I think the conning tower.' Commodore Schley replied: 'Yes, I think that is wisest.' Shortly after this Commodore Schley and his staff, the Captain and myself went down to the conning tower on the forward 12-inch turret. Commodore Schley, Commander Schroeder, I think Commodore Schley's personal staff, and myself were standing as the ship was standing in toward the entrance. Commodore Schley said in my hearing and presence: 'Gentlemen, we are very conspicuous objects here in white. I think we had better get out of this.' Commodore Schley left the forward 13-inch turret and took his place on the small platform on the lee side of the conning tower."

Captain Lemly: "At what stage of the action was this?"

"As we were steaming in toward the entrance, before we had turned to the eastward."

Captain Lemly: "Did you hear any further conversation?"

"I heard the conversation, when Commodore Schley was leaving the ship, in which he stated that he was satisfied with the reconnoissance that he had made in drawing the fire of the batteries, or in words to that effect."

Captain Lemly: "What was the bearing and manner of Commodore Schley during the engagement of May 31, to which you have already referred?"

**SAYS THE ADMIRAL WAS GREATLY EXCITED.**

"His bearing and manner was that of a man who was suffering under severe mental excitement; of one who had a disagreeable duty to perform, and performed it reluctantly and tried to get through with it as soon as he could."

Mr. Rayner then began his cross-examination. "Who was the Captain of your ship?" he asked.

"Francis J. Higginson."

"I want to read you what Captain Higginson says about Commodore Schley's manner and bearing upon that occasion. He says: 'His manner was that of a commander-in-chief.' He left a different impression in your mind from what he left on Captain Higginson's mind, then."

"Apparently."

"Had Captain Higginson opportunity to observe him on that occasion?"

"Not as well as I did."

"Why was that?"

"Because Captain Higginson was in the conning tower and I was outside."

"Did not Captain Higginson have any conversations with the Commodore at that time?"

"From time to time, yes."

"What do you mean by 'mental excitement'?"

"I quoted conversations that I had. The first thing was the apparent anxiety of Commodore Schley about using the conning tower. Secondly, his stating that at a distance of five to six miles, men standing on the forward 13-inch turret were conspicuous objects."

"Did the Commodore use the conning tower?"

"I did not see the Commodore go into the conning tower. To the best of my knowledge and belief he did not. He was outside the conning tower and between the conning tower and the heavy plate that protects the manhole in the conning tower. My preconceived idea of Commodore Schley previous to that occasion was so entirely different from the impression I received on that day I concluded that he certainly was under a tremendous mental strain."

"Have you ever been under any mental strain in time of battle?"

"I have been scared."

"Have you any other facts from which you base your statement to the Court that he was laboring under mental excitement, except the facts which you have given?"

"When Commodore Schley came on board the Massachusetts he stated in distinct terms that he was going in to destroy the Colon. The Colon was not destroyed. When he left the ship he called it a 'reconnoissance,' drawing the fire of the batteries and developing their weakness or strength."

"Do you gather from that that he was laboring under great mental excitement?"

"From that and from circumstances I have already stated from my observation of him from the time he came on board the ship until he left."

"Suppose you were made aware of the fact that when he entered into that engagement he was under the regulations of the navy not to engage shore batteries if there was any danger of the shore batteries crippling the ships, would you say, if you knew of that, that he was still laboring under great mental excitement?"

"I cannot answer that question."

Captain Lemly objected to the introduction of the Navy Department's orders as evidence, but the Court decided that they could be put in, and Mr. Rayner introduced an order to Commodore Schley. Mr. Rayner then asked concerning the weather on the trip from Cienfuegos, and the witness said that on May 24 it had been what is called "dirty." There was an Eastern wind and a moderate sea, rough for small vessels.

The witness said on further examination that Lieutenant Commander Schroeder, Lieutenant Sears and Lieutenant Wells had been present during the bombardment of the Colon, when Commodore Schley had remarked that as they were conspicuous objects on the 13-inch turret it would be better to move away.

Referring to the Spanish shore batteries at Santiago, Commander Potts said they would have been no menace to armored ships passing them.

At the suggestion of Judge Advocate Lemly, and in accordance with the decision of the Court, Mr. Rayner here formally introduced as evidence the order from the Navy Department concerning the exposure of the American ships to the fire of the shore batteries. The order is that issued by Secretary Long April 6, 1898, and directed to Admiral Sampson.

The Court asked questions as follows:

"Can you give the distance the large vessels were from the entrance of Cienfuegos on the early morning of either the 22d or 23d of May?"

"I do not recollect being nearer than I have said, four or five miles. I did not measure the distance there?"

"What efforts were made by the vessels of the Flying Squadron, prior to the arrival of the Marblehead, to determine whether or not Cervera's Squadron was in the harbor of Cienfuegos?"

"None that I ever knew of."

Referring to the range of the guns for that day, Commander Potts said the range given previous to entering the engagement was 5,000 yards, but he had increased it to 7,800 yards, then to 9,000 yards and finally to 10,000 yards. Only one shot which had been fired at the American fleet had impressed him as being at all dangerous. That fell near the Massachusetts. Soon after that the Commodore had given the order "put your helm to starboard and let's get out of this." He said he had seen no shore batteries at Cienfuegos.

**BOMBARDMENT OF THE COLON DID NOT DO ANY DAMAGE.**

Commander Potts was then excused, and Lieutenant Leiper called. He served on the New Orleans during the Spanish War and told of the participation of that vessel in the bombardment of the Colon, May 31. He described that engagement, saying that the first shot from the Massachusetts had fallen outside the Morro, and, notwithstanding the range was increased, all the shots fell short of the Colon. There were, he said, no orders either to fire at or make observations of the batteries. But, notwithstanding this, he did fire at the Eastern batteries on his own responsibility. He had personally aimed the guns, but the distance was so great that only the red line of earth could be seen; neither guns nor men were discernible. One shot from the enemy fell thirty or forty yards from the New Orleans. The projectile was so small he had been surprised that it reached such a range. All told, the firing of his vessel upon the Colon had not consumed more than six minutes.

He thought all the shots from the American ships had fallen short of the Colon. The witness said he had seen no evidence of the presence of large or powerful guns in the shore batteries, and was of opinion there were none to exceed six inches in caliber.

The witness said that he had secured his most accurate idea of the strength of the shore batteries by the fact that on June 14 the New Orleans had approached to within 1,600 yards of them, remaining for twenty minutes and silencing them after four or five minutes.

Lieutenant Leiper was still on the stand when the court adjourned for the day.


TO CURE A COLD IN ONE DAY

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.


## SLADE—HILL.

Daughter of Great Northern Magnate Weds an Erie Official.

St. Paul, Minn., Oct. 9.—At high noon today at the residence of President J. J. Hill of the Great Northern Railway, on Summit avenue, occurred the wedding of his daughter, Miss Charlotte Hill, to Mr. George Theron Slade of Scranton, Pa.

Archbishop John Ireland officiated. Only members of the immediate families and a few friends were present. The bride was attended by Miss Clara, Miss Rachel Hill and Miss Roberta Gotzian, and Mr. James N. Hill, brother of the bride, was best man. A magnificent altar was arranged in the house. Mr. and Mrs. Slade will reside in Scranton, Pa., where Mr. Slade is an official of the Erie road.

**ELY-RICE.**

REPUBLIC SPECIAL.

Oklahoma City, Ok., Oct. 9.—Harry W. Eby and Miss Lillian Rice, daughter of Postmaster Rice of Weatherford, Ok., were married here to-night, the Reverend A. P. Pitkin officiating.

**SPECE-MULLIES.**

REPUBLIC SPECIAL.

Butler, Mo., Oct. 9.—Frank Spece and Miss L. Mullies were married here to-day.

**MEAD-McKINNEY.**

REPUBLIC SPECIAL.

Carbondale, Ill., Oct. 9.—Doctor George F. Mead, formerly Mayor of Pinckneyville, and at present a member of the Republican State Central Committee, was married this afternoon to Miss Augusta McKinney, the Reverend H. G. Bennett of the Christian Church officiating. The wedding was private, only immediate relatives being present.

**YEISER—JUDGE.**

REPUBLIC SPECIAL.

Paducah, Ky., Oct. 9.—Joseph Yeiser, wholesale and retail druggist, and a son of D. A. Yeiser, the Democratic nominee for Mayor, was married this morning to Miss Mayme Judge.

**SCHOTT—FEUTZ.**

REPUBLIC SPECIAL.

Carlyle, Ill., Oct. 9.—Last night M. J. Schott, Jr., and Miss Leonie Feutz, both prominent in the social circles of Highland, were united in marriage at the home of the bride in that city.

**WEDDINGS AT BLOOMINGTON.**

REPUBLIC SPECIAL.

Bloomington, Ill., Oct. 9.—Mr. Clinton Miller of Bloomington and Miss Ella Denning were married at the bride's home in Gillum to-day.

Mr. Garrett Wade and Miss Harriet Savre, both of Henry County, came here to-day and were married.

Mr. John Vance and Miss Nellie Houston, both of this county, were married to-day. The bride was 14 years old.

**BUMBARGER—MAYFIELD.**

REPUBLIC SPECIAL.

Monticello, Mo., Oct. 9.—John C. Bumbarger, a prominent citizen of Lewis County, was married this evening in Kansas City to Mrs. Nellie Mayfield Cromwell of that city. Mr. Bumbarger is one of the county's most prosperous farmers and lives near Benjamin.

**HOLDEN—HANLY.**

REPUBLIC SPECIAL.

Monticello, Mo., Oct. 9.—Mr. H. L. Holden of Kansas City, and Miss Maggie, daughter of Judge T. B. Hanly of this place, were married at noon to-day. They will visit in Memphis, Mo., for several days, and then leave for Kansas City, their future home.

**MULLINS—VAN HORN.**

REPUBLIC SPECIAL.

Paris, Ill., Oct. 9.—Theodore M. Mullins and Miss Helen Van Horn, both prominent in local society, were married here to-day by the Reverend Clarence Reed of the Methodist Episcopal Church.

A man leaving St. Louis at 8:50 p. m. today will reach Joplin at 7.55 to-morrow morning, provided his ticket reads via the Frisco System.

## SUMMARY OF IMPORTANT NEW TESTIMONY BEFORE THE SCHLEY NAVAL COURT OF INQUIRY.

Lieutenant Bristol, Rear Admiral Taylor, Lieutenant Commander Potts and Lieutenant Leiper were the witnesses before the Schley Court of Inquiry yesterday.

Lieutenant Bristol insisted upon the correctness of his measurements of the distances held by the vessels in the fight off Santiago, refusing to admit their inaccuracy in the face of their conflict with the official charts.

Rear Admiral Taylor testified that none of the vessels of the Spanish fleet, so far as he had observed, had attempted to ram the Brooklyn in the fight off Santiago. He testified to having seen the Brooklyn and Texas in close proximity, but could not give an estimate of the distance.

The sensational evidence of the day was furnished by Lieutenant Commander Potts, who was navigator of the Massachusetts, in the Spanish War. He testified that Commodore Schley acted in a highly nervous manner in the fight off Santiago, and had suggested that the officers had better leave the conning tower, although the enemy's ships were six miles away. He testified that the bombardment of the Colon was ineffective, and that the Spanish shore batteries were never dangerous to an armored vessel.

# COMPREHENSIVE EXHIBIT OF GRAPHIC ARTS SUGGESTED.

Chief Engraver of the United States Geological Survey Kuebel of Washington Confers With Committee on Manufactures and Liberal Arts—Plans for Showing Production of a Newspaper and the Material Necessary to the Work.

The Committee on Manufactures and Liberal Arts has under consideration the building at the World's Fair of a comprehensive exhibit of graphic arts. It is proposed to devote a special building to this exhibit, and have it more complete than has ever been the case at a former exposition.

At a meeting of the committee yesterday afternoon S. J. Kubel of Washington, D. C., chief engraver of the United States Geological Survey, presented ideas for the proposed exhibit. Mr. Kubel, who is an expert on graphic arts, was invited by the Exposition management to confer with the Manufactures and Liberal Arts Committee on this subject.

Among the ideas suggested was a plan to show the manufacture of a newspaper, from the grinding of the pulp, of which the paper is made, through the process of engraving and printing, to the time the completed paper leaves the press. In the exhibit it is proposed to show the manufacture of type, presses and all other material used in printing. Special attention will be given to the display of photography as it is connected with the art of printing and engraving.

**DIRECTOR OF WORKS ACCEPTS THE SITE.**

Director of Works Isaac S. Taylor of the World's Fair sent the following letter to the Board of Public Improvements, taking formal possession of the western part of Forest Park for the Louisiana Purchase Exposition Company:

"I have the honor to notify you that I have this day, in the name of the Louisiana Purchase Exposition Company, taken possession of that part of Forest Park set apart for the use of the said company for Exposition purposes by ordinance No. 20142."

Owing to the press of World's Fair business, no ceremonies accompanied the formal acceptance of the site. Chief Engineer Richard Pidlite has been on the grounds since the driving of the first stake, and is now in full authority there. He has opened headquarters in a building near the large lake, from which operations will be conducted until the erection of the Service building.

In compliance with section No. 2 of the ordinance granting the site, the Committee on Grounds and Buildings will furnish the Board of Public Improvements as soon as possible. Under the ordinance certain branches of construction on the site, such as sewers, drains, conduits and certain grading, is placed under the supervision of the board.

**WILL DO MISSIONARY WORK IN IOWA.**

Director of Exhibits Skiff and Charles M. Reeves, Secretary to the State and Territorial Exhibits Committee, departed from the city Tuesday evening for Des Moines, Ia., where they will appear before the Iowa delegates to the convention of Louisiana Purchase States, which was held in St. Louis one year ago for the purpose of voting to hold an international exposition.

The World's Fair representatives will lay before this delegation and Governor Leslie M. Shaw the immense work that the Exposition management has accomplished toward the development of the idea for which the Iowans cast their vote of approval. Governor Shaw has called the original delegation together because they are familiar with the central plan of the Exposition as it was laid out by the convention.

Iowa has made no appropriation thus far for an exhibit, although it is situated in the original territory of the purchase made by Jefferson. It will be necessary for the private citizens of Iowa to inaugurate a movement to secure a representative State display, and to this end the Governor has taken the initative. The conference was held yesterday, and Director Skiff and Secretary Reeves started for home last night.


# FOOD FOR THE POOR. PE-RU-NA FOR THE SICK.

Miss Frances Grossel, Secretary of the Menasha Benevolent Society, of 307 Clay street, Menasha, Wis., writes:

*"I heartily indorse Peruna, as I find in my work among the poor and sick in the city that it was a household blessing, bringing health and life back to many a poor family.*

*"I have used it myself when worn out with the heat or overwork, and have also found it a fine preventive for colds! I believe if Peruna would be issued to the sick as cool and food are issued to the poor, much suffering would be relieved, and from an economic standpoint it is one of the best medicines that could be used."—MISS FRANCES GROSSEL.*

Miss Frances M. Smith, 844 Seventh Ave., New York, writes:

"Care and responsibility shattered my nervous system. Like other women under a great strain my system gave way. My food didn't seem to have any taste. My sleep was disturbed. I was just as tired in the morning as I was at night. And there was a lazy, weak feeling over me all day. A friend requested me to try Peruna. I am glad to be able to say that after taking six bottles of it I feel like a new woman. My stomach is now in perfect order and I sleep well."—Frances M. Smith.

Miss Frances M. Smith is treasurer of the East Side Ladies' Aid Society. She is connected with a number of benevolent organizations and takes an active interest in the Tenement House movement. She recently appeared before a committee of the Legislature at Albany in favor of Tenement House reform.

Mr. J. F. McGinn, 503 W. Fiftieth St., New York City, writes:

"Fifteen years of the closest application to my own business undermined my constitution. When I went to bed nights I couldn't sleep, and when I got up in the morning I had neither strength nor ambition. I had read so much about Peruna that I decided to try it as a tonic. Six bottles made a wonderful change in me. My stomach is now in perfect condition. I eat with relish and my food does me good. My night's sleep refreshes me and I wake in the morning bright and active."—J. F. McGinn.

J. F. McGinn was a member of the New York Assembly for one term and a member of the old New York Board of Aldermen (Municipal Council) for two years. He is now connected with the Victoria Hotel on Broadway.

**A U. S. Senator's Wife.**

Mrs. Verona E. Roach, wife of Senator Roach of North Dakota, writes from Larimore, N. D.:

*"I can cheerfully recommend your excellent remedy, Peruna. Indeed, I know of no other remedy as good as yours. It is a grand tonic."—Verona E. Roach.*

If you do not derive prompt and satisfactory results from the use of Peruna, write at once to Dr. Hartman, giving a full statement of your case, and he will be pleased to give you his valuable advice gratis.

Address Dr. Hartman, President of The Hartman Sanitarium, Columbus, O.



LOWEST-PRICED RELIABLE JEWELRY HOUSE.

# DROSTEN'S,

7th and Pine Sts.

DIAMONDS, JEWELRY, SILVERWARE, CUT GLASS, CLOCKS, WATCHES AND JEWELRY REPAIRED.


## RECEIPTS AND EXPENDITURES.

Texas Insurance Department Report Filed With Governor.

REPUBLIC SPECIAL.

Austin, Tex., Oct. 9.—Commissioner of Insurance Jefferson Johnson has submitted to the Governor a statement of the receipts and disbursements of the State Insurance Department for the six months beginning January 1 and ending August 31, 1901. The report shows the total receipts for the department in that time to be $146,249.12, and the total disbursements for the same period to be $6,407.56. The receipts were from the following sources:

| | |
|---|---|
| From fire insurance companies | $ 29,831.21 |
| Life insurance companies | 91,760.26 |
| Assessment insurance companies | 3,657.11 |
| Accident, casualty and guaranty | 4,094.39 |
| Total | $129,663.12 |

The foregoing amounts were received from the various companies as occupation tax, and were paid directly into the State Treasury.

The receipts for fees from the same sources for the same period aggregate $17,177, making a total of $146,357.56.


Rheumatism, more painful in this climate than any other affliction, cured by prescription No. 2851, by Eimer & Amend.


**CONTRACTOR A BANKRUPT—A** voluntary petition in bankruptcy was filed in the United States District Court yesterday by C. C. Wenzel, who stated his liabilities as $21,388 in unsecured claims, and his assets as personal property to the value of $25, which he claims to be exempted. The petitioner is a contractor. The heaviest claims are those of Cherokee County, Kansas, $10,000; Height Nelson, Birmingham, Ala., $1,900, and Long Bell, Kansas City, $1,600.

Why look old? Why allow your gray hair to add 20 years to your age?

Ayer's Hair Vigor always restores color to gray hair, all the dark, rich color of youth.

$1.00 a bottle. All druggists. J. C. AYER CO., Lowell, Mass.