

ward without the slightest sign of cessation.

To-day bids were opened for supplying 1,500,000 cartridges; two more transports were purchased and arrangements were made to use four of the large Spanish steamers captured as prizes for the transportation of troops to Cuba and Porto Rico.

Naval Constructor Hobson, whose name is on every lip in Washington to-night, is well known in the navy department, as he served in the bureau of construction for several years.

His associates regarded him as combining great ability as a student with the eccentricity often accompanying genius. It was remarked by one of the chief officials of the department to-night that Hobson was a man who held naval regulations concerning matters of form in contempt and was oblivious to official rules.

These dare devil characteristics were offset, however, by his recognized ability in all branches of naval science, particularly naval architecture. Although the youngest man in his class at the naval academy, he graduated at the head of the class. This led to his being sent by the government for a course in the naval schools of Europe. Here he gained new honors. On returning to this country he served with the department, and also saw sea service, and about a year ago became instructor in naval architecture at the naval academy at Annapolis. When the war broke out he was asked to active service, and at the same time insisted on taking the three naval cadets of his class with him, so that they might gain the same practical experience as he had gained during the war. As a result he and the three cadets were assigned for service on Admiral Sampson's flagship.

It was the prevailing expression at the department to-night that Hobson was just the character to take the lead in such a hazardous feat as that of sinking the Merrimac. It is presumed that Admiral Sampson chose him from among many volunteers, owing to the fact that his expert knowledge of naval construction would permit him to sink the Merrimac in such a position as to prove most effective in blocking the channel.

From naval sources a full sketch of Constructor Hobson was secured as follows:

Richmond Pearson Hobson, born August 17, 1870, at Greensboro, Hall county, Ala., where he also graduated from the Southern university at the head of his class; appointed to naval academy on competitive examination in May, 1888, and although the youngest man of the class, graduated at its head in 1893. His first cruise was in the squadron of evolution on the flagship Chicago, with Admiral Walker, in the Mediterranean. Later he made a cruise to Brazil when the flag of the new Brazilian republic was recognized. He was ordered to a special course abroad, spending one year at the national school of mines at Paris, and two years at the school of maritime science in Paris.

The summer vacation was spent in the French ship yards. He received diplomas from the French school for distinction in naval construction and design, both of hulls and of engines. He also spent some time in the English ship yards. Assigned to duty at the navy department in 1894, in office of naval intelligence bureau of construction and repair. While on this duty he wrote a report on his observations abroad, which report was disseminated abroad, which was discussed by naval experts on both sides of the water. In 1895 he was on duty at New York navy yard as assistant to the naval constructor. Later he joined Admiral Bunce's flagship New York.

As a result of this service he inaugurated the new system of giving sea duty to naval constructors. April 1 he was assigned to duty as constructor for the fleet at Key West.

Constructor Hobson is a great nephew of Governor John McEnroe of North Carolina. His father, Wm. Wm. Hobson, lawyer and judge of that state, was a prominent line in a grandson of John Pearson, of North Carolina, and a nephew of Representative Pearson, of North Carolina. He is a great-grandson of former Senator Williams, of Tennessee.

HEROISM AVERTS A CALAMITY

Two Men at Tampa Carry a Burning Box of Ammunition to the River.

TAMPA, Fla., June 4.—By an act of heroism to-day, Lieutenant Parker, who is in charge of the old ship house on Lafayette street, near the bridge, and which is being used by the government as a storehouse, and Thomas McGee, a veteran of the civil war, prevented what might have been a calamity. These two men lifted a box of ammunition which in some mysterious way caught fire and, besides of the danger, carried it to the river some distance away and threw it in the river. While a force of soldiers was engaged carrying boxes of ammunition from the warehouse and loading it into waiting army wagons, smoke was seen issuing from a pile of ammunition. In an instant the cry of fire went up, and soldiers and negro roustabouts piled over each other in their scramble for safety. McGee, however, rushed towards the box, picked it up and was staggering toward the door with it alone, when Lieutenant Parker, who had heard the warning cry, came to his assistance, and together they carried the smoking box to the river. It was recovered later, when the fire went out, and was found to be considerably charred.

How the fire originated is a mystery. In the storehouse were piled hundreds of boxes of ammunition, each containing a thousand cartridges. Had the cartridges in the burning box exploded a great loss of life might have resulted, as there was a score of soldiers working in and around the building.

ARMOUR'S BIG GIFT.

Adds \$500,000 to the Endowment of the Armour Institute of Technology. CHICAGO, June 4.—Philip D. Armour has added \$500,000 to the endowment fund of the Armour Institute of Technology. Mr. Armour is the founder of the institute, and the original endowment of \$1,000,000 was intended to be sufficient. The rapid growth of the school, however, has rendered necessary this additional source of income.

Independence Vitrified Brick Plant. INDEPENDENCE, KAN., June 4.—(Special.) The Independence Vitrified Brick factory was started up to-day and will begin Monday to turn out brick. It cost \$25,000, will employ seventy-five men and has a capacity of five million bricks a day. It has several contracts, including brick to pave the main streets of this city. It is the finest equipped plant in the West.

BRIEF BITS OF NEWS.

Dr. J. C. Hunt has been appointed a pension examining surgeon at Eldorado, Kan. The Union party has nominated Wilson N. Jones for principal clerk. The contract for fuel for the public building at Fort Scott, Kan., has been awarded to the S. G. Lamping Commission Fuel Company at \$30.

HOW IT WAS DONE

DETAILED ACCOUNT OF THE SINKING OF THE MERRIMAC.

IT WAS A BRILLIANT EXPLOIT

ACCOMPLISHED UNDER COMMAND OF LIEUTENANT HOBSON.

Seven Men Out of 4,000 Volunteers Assigned to the Task, and Another Disobeyed Orders and Joined Them—Planned Long in Advance.

PORT ANTONIO, JAMAICA, June 3.—(Delayed in transmission.) A single deed of magnificent American daring has been lost to the kingdom of Spain the powerful fleet of Admiral Cervera. Just before daybreak to-day, seven gallant seamen took the collier Merrimac, under the blazing Morro battery, and anchored and sunk her beneath a splintered sea of masonry and heavy cannonading from the shore and the wrecked hull of the supine vessel effectually closes the entrance to the harbor within which the Spanish squadron is hopelessly bottled up.

The splendid feat, which leaves the government at Washington free to act without further fear of the Spaniard's fleet, was planned by Lieutenant Richmond E. Hobson, who commanded the expedition. He is a naval constructor, attached to the Annapolis, and his home is in Brooklyn. With him went Daniel Montague, George Charrette, J. E. Murphy, Oscar Deignan, John P. Phillips and John Kelley, all non-commissioned or enlisted men.

A steam launch from the flagship New York, commanded by Cadet J. W. Powell, followed the Merrimac to the mouth of the harbor, and, despite the fire from the fort, cruised in the vicinity for an hour and a half after the collier was sunk, but no sign of the brave Americans was seen, and Cadet Powell was finally compelled to rejoin the flagship.

The plan to block the entrance to Santiago has been under consideration for several days, as Rear Admiral Sampson had decided that it was impossible to take his fleet inside. Lieutenant Hobson had expected to do the work Wednesday night, but, owing to the delay in preparing the ship, it was deferred.

The daring officer attempted to run in after daylight on Thursday, and was only stopped under protest after stern orders to return from the admiral. All day yesterday the preparations proceeded, and by midnight the craft was in readiness. A row of torpedoes had been arranged outside the hull, so that Lieutenant Hobson could explode them from the bridge of the vessel and thus insure her rapid sinking.

At nightfall, the various ships of the fleet passed the doomed Merrimac, cheering her lustily. Hundreds of men and scores of officers volunteered for the duty, and Commander Merrill, who has been the captain of the Merrimac, begged permission of Admiral Sampson to go, but Lieutenant Hobson wanted only his men.

By 10 o'clock, all but the men who were taken on the dangerous errand had been going from the Merrimac and the collier took a position near the New York to await the approaching hour. It was an impressive sight among the men of the fleet, for few expected that the members of the little crew would see another sunrise. The night was cloudy, with fitful lightning flashing behind the dark lines of the hostile shore, now and then showing the great shadows of the battlements.

Room after room, the black hull of the Merrimac began to drift slowly toward the land, and in a half hour was lost to sight. It was Lieutenant Hobson's plan to steam past Morro, swinging crosswise the channel, drop his anchors, open the valves, explode the torpedoes on the port side, leap overboard, preceded by his crew, and make his escape in a little life-boat which was towed astern, if possible, and, if not, to attempt to swim to shore. All the men were heavily armed, ready to make a fierce resistance to capture.

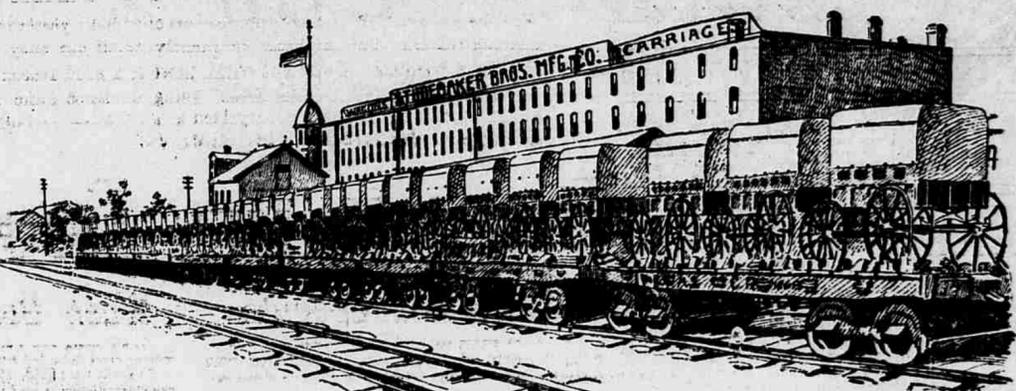
Scarcely had the ship disappeared when a flash from Morro's guns proclaimed that she had been discovered. Immediately the other batteries around the harbor opened fire, but the ship went steadily on; for this morning the top of her masts can be seen in the water beyond Morro and near the Estrella battery. A heavy cannon and musketry fire continued for about half an hour, and guns were fired at intervals, until long after daylight. None of the American ships dared to fire for fear of striking the Merrimac's crew.

As daylight came on, the steam launch could be seen cruising close to the harbor entrance. Until 5:30 o'clock the search was continued, and then, under a shower of Spanish shells, which flew wide of their mark, Cadet Powell steamed away, and a half hour later boarded the New York and reported to Admiral Sampson that he believed the entire crew of the Merrimac had been lost. Not one of them did he catch sight of.

ON BOARD THE ASSOCIATED PRESS DISPATCH BOAT DAUNTLESS, OFF SANTIAGO DE CUBA, June 4.—(Copyright, 1898, by the Associated Press.) Rear Admiral Sampson, during Friday morning, decided to close the narrow harbor entrance to Santiago de Cuba by sinking the collier Merrimac, loaded with coal, in the channel. He called for volunteers to go to almost certain death, and 4,000 men offered themselves. Lieutenant Hobson and six men were chosen, and at 3 a. m. Friday morning the Merrimac, under her own steam, entered the channel under a terrible Spanish fire. The vessel was riddled with projectiles, but she anchored and swung around. Lieutenant Hobson then set off an internal torpedo with an electric attachment, when there was an explosion, the Merrimac sank, and the channel was closed, and, apparently, Admiral Cervera will be unable to escape.

Hobson and the hero crew of the Merrimac were saved in the following manner: Unable, after the sinking of their vessel, to make their way back through the storm of shot and shell, they rowed into the harbor to the Spanish flagship and were taken on board unharmed. The Spanish admiral, under a flag of truce on Friday, sent word to the American admiral that he offered to exchange the prisoners, adding that, in the meantime, Hobson and his party would be treated

BUY FROM THE MANUFACTURERS AND GET THE MAKERS' GUARANTEE.



SPECIAL TRAIN UNITED STATES GOVERNMENT AMBULANCES.

We have just furnished the United States government with three hundred ambulances for use in this war. The above photo was taken of the first trainload of seventeen cars, containing fifty-one ambulances. We are the only firm in the United States that could fill the order in the required time. You will find at

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the LARGEST STOCK OF VEHICLES EVER SHOWN under one roof and made by one manufacturer, and the most varied stock shown in the West. We can suit you with either a FINE CARRIAGE, BUGGY, ROAD or GAME CART, FARM or SPRING WAGON—in fact, in ANYTHING ON WHEELS. It is always to the advantage of the buyer to go where the largest stocks are kept. We invite a careful inspection of our stock.

STUDEBAKER BROS. MFG. CO.

with the greatest kindness.

Lieutenant Hobson appears to have carried out his plan to the smallest detail, except as regards the methods of escape. The rowboat in which the crew were to attempt to escape was either blown up or shot to pieces, for Lieutenant Hobson and his men drifted ashore on an old catamaran which was stung over the ship's side at the last moment as an extra precaution. Upon reaching shore, the men were taken prisoners and sent to Santiago city under guard. Later they were taken to Morro castle, where they are now. Captain Oviedo, Admiral Cervera's chief of staff, who boarded the New York, under a flag of truce, did not give further details of the capture. The bravery of the Americans evidently excited as much admiration among the Spaniards as it did among the men of the American fleet. The prisoners will be perfectly safe, and will probably be well treated while they remain in Morro castle.

The fleet is wild with excitement to-night over the termination of the most daring expedition since the destruction of the Confederate ironclad, Albemarle, by Lieutenant Cushing, in 1864. The admiral is just as glad as the youngest jackie, Captain Chadwick, of the flagship, New York, who is usually most conservative, in speaking of the incident, said:

"Splendid! Splendid! Too much cannot be said about it."

The general opinion is that no man ever deserved recognition by congress for personal bravery more than does Lieutenant Hobson. His work was well done, and his men are safe. When he started on the expedition few thought he could accomplish his object. Officers of the fleet, when questioned as to whether Captain Oviedo could have had any ulterior design in view of taking the New York under a flag of truce, scouted the suggestion, saying that the visit was prompted by pure chivalry on the part of the Spaniards, and was noble of them.

Clauses, the New York's coxswain, went on the Merrimac against orders. Nothing could have kept him from that trip into the jaws of death.

It is probable that the Spaniards will try to blow up the Merrimac, but improbable that they will succeed. Speculator if he were to the exact details of how Lieutenant Hobson managed to blow himself and ship up and live to tell the tale. His heroism has cleared up the situation well. The Spaniards are now doubly hemmed in.

At quarters on the New York last evening, Chaplain Royce, praying before the bareheaded crew on deck, thanked God for having preserved Lieutenant Hobson and the men under him.

Cadet Powell, who was the last man to pull out of the harbor. We will be cracks, rowing thirty strokes to the minute.

"After leaving the Texas, I saw the Merrimac steaming slowly in. It was only fairly dark then and the shore was quite visible. We followed about three-quarters of a mile astern. The Merrimac stood about a mile to the westward of the harbor and seemed a bit mixed, turning completely around. Finally, heading to the east, she ran down and then turned in. We were then chasing him, because I thought Hobson had lost his bearings. When Hobson was about 200 yards from the harbor, the first gun was fired from the eastern bluff. We were then half a mile off shore, close under the batteries. The firing increased rapidly. We steamed in slowly and lost sight of the Merrimac in the smoke which the wind carried off shore. It hung heavily. Before Hobson could have blown up the Merrimac, the western battery picked up and commenced firing. They shot wild, and we only heard the shots. We ran in still closer to the shore, and the gunners lost sight of us. Then we heard the explosion of the torpedoes on the Merrimac.

"Until daylight we waited just outside the breakers, half a mile to the westward of Morro, keeping a bright lookout for the Merrimac, but she did not appear. She had drifted out, we crossed in front of

Morro and the mouth of the harbor to the eastward. About 5 o'clock we crossed the harbor again within a quarter of a mile and stood to the westward. In passing we saw one spar of the Merrimac sticking out of the water. We hugged the shore just outside the breakers for a mile and then turned toward the Texas, when the batteries saw us and opened fire. It was then broad daylight. The first shot fired dropped eighty yards astern, but the other shots went wild.

"I drove the launch for all she was worth, finally making the New York. The men behaved splendidly."

The news of Lieutenant Hobson's safety lifted a great load from Cadet Powell's mind. Probably no other details of this marvelous trip will be known until Lieutenant Hobson gets back.

Some heavy firing was done shortly before midnight by the New York and New Orleans, aimed at what was thought to be a small gunboat which disappeared. Whether she was sunk or not is not known. The firing took place to the eastward of Morro.

WASHINGTON, June 4.—It is now known that the navy department about ten days ago was considering a plan for closing the harbor at Santiago, very similar in general scope to that apparently put into execution yesterday. It was proposed to get large hulks or rafts or all things with big boulders such as could be easily obtained in the neighborhood of New York. These were to be lashed on either side of a tug and run into the harbor, and at the proper points were to be scuttled. Provisions were made for the sailing of the crew by attaching to the tug a torpedo boat stern foremost.

At the proper moment the crew was to go aboard the torpedo boat, scuttle the hulks by a electrical device, and, cutting the cables from the hulks, run to liberty and the open sea. There are signs that yesterday's project was a development of this idea. Probably the plan, with sunlit clouds obscuring them and drifting away from their gleaming summits.

Down in the deep shadowed blue at their base are the warships, silent and grim, drifting, waiting for the blast.

The light of the mountains and sea. Imagine the ocean washing the foothills of the Rocky mountains, with a tropical sky above all, and you have a picture of Santiago de Cuba.

An attempt to be made by the fleet to get into the harbor. Mines are near the entrance, and it would be suicidal for large ships to enter. So, there is nothing to do but sail up and down past the harbor mouth, hoping the Spanish ships may again let themselves, or come out for an open combat.

The Spaniards have plainly laid a trap for the American ships. Harbors are mined; batteries are placed along the coast line, and the Spaniards are well equipped with good guns and smokeless powder. But the Americans will not fall into the trap. One ship may be sacrificed, but if it is blown up and sunk, it will blind the harbor and prevent the Spaniards from getting out.

PREPARING FOR ACTION.

Dispatch Boats Were Ordered Back the Night Before the Merrimac Incident. ON BOARD THE ASSOCIATED PRESS DISPATCH BOAT WANDA, OFF SANTIAGO DE CUBA, June 2, via Kingston, Jamaica, June 4.—(Copyright, 1898, by the Associated Press.) An hour before sunset to-night, a dark rain cloud, lying low over the coast line, forbade the usual tropical storm, and the united fleet of America lay off the mouth of the harbor of Santiago de Cuba, flanked by a little flotilla of dispatch boats. Rear Admiral Sampson signaled the torpedo boat Porter to run alongside the flagship. The nature of the admiral's orders was soon known, for the Porter rushed alongside each newspaper dispatch boat in turn and megaphoned: "The admiral directs you to move ten miles south and to take a station for the night."

This meant business of serious import for the fleet before morning, whether a dash into the harbor or otherwise will probably be known on the arrival of the second Associated Press dispatch boat at the nearest cable station to-morrow.

All indications are that southeastern Cuba will be the scene of active naval and military operations for some time. Here are assembled the squadrons of great fighting ships, and, looking down upon them from the adjacent hills, are the watchful bands of insurgents forming the out posts of General Garcia's army, which is strong enough, unaided, to strike the Spanish land forces a hard blow, and, if reinforced by the American army of invasion, to seize and hold the entire eastern half of the island.

Talk with Garcia's scouts shows that they confidently expect American troops soon. They say this is the best part of the island for the landing and the acclimatization of our soldiers. Well drained and healthy camps can be established on the high tablelands that lie on the sea front or on slopes of the mountains at any desired altitude. Pure water is found in the springs and mountain streams, while the fertile surrounding country yields abundant fruits and vegetables, and everything is favorable to the good sanitary condition of a well disciplined army.

fires of the burning plantations are being extinguished, and luxuriant nature is rapidly healing many of the ravages of the war.

These tropical storms at night are wonderful exhibitions of electrical pyrotechnics. At times the lightning flashes on the horizon line look like the regular firing of guns from a distant fort. Again, the entire heavens seem aflame in vivid glare, and forked tongues of fire appear to run down the mountain slopes. A drenching rain falls for an hour or two, and then the skies clear and all is serene, and the calm, full moon and brilliant constellations of the tropics appear in all their glory as the thick clouds roll away on the horizon. Such storms are confined almost wholly to the coast, only going out to sea occasionally off a cape or headland to kick up a squall.

The boats sailing along the coasts in clear skies are witnesses to the beauty and grandeur of the landscape without feeling the slightest effect of these disturbances of nature a few miles distant.

Sixteen warships of the United States and 4,000 men are drifting here under the shadow of Cuba's towering mountain peaks. In the mountain side is a small opening, a rift that leads away, twisting and turning, up to the city of Santiago, fifteen miles from the sea. In this narrow harbor stream lies the fleet of Admiral Cervera. All day and all night the eyes of the American sailors are fixed upon the narrow entrance to the harbor as the warships slowly drift up and down past it.

Perched high on the side of the entrance to the harbor is Morro castle, which for two centuries has looked down upon all vessels entering there. On the opposite side small palms and tropical shrubbery grow rank and green, almost hiding the battery that has been placed at that point.

Down in the deep shadowed blue at their base are the warships, silent and grim, drifting, waiting for the blast.

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SPANISH VERSION OF IT.

Madrid Dispatch Treats of the Sinking of the Merrimac as a Spanish Success. MADRID, June 4.—The minister of marine, Captain Aunon, went to the palace at noon to-day and read to the queen regent an official dispatch on the subject of the recent fight at Santiago de Cuba, the text of which is as follows:

"At 3 o'clock on Friday morning one of the enemy's large cruisers and an auxiliary cruiser attempted to force an entrance into the harbor of Santiago de Cuba. They surprised the scouts guarding the entrance, but the artillery of Fort Morro, the guns of the cruiser Reina Mercedes, a battery from the Reina Mercedes which had been placed in the Socapa fort, a torpedo boat destroyer and a torpedo boat opened fire on the enemy.

"The minister of marine later in the day said the wreck of the Merrimac would not interfere with the navigation at the entrance of the harbor, and he added that the coal on board the Merrimac can be recovered and used by the Spaniards.

"The queen regent, it is announced here, has ordered that a message of congratulation be telegraphed to the 'defenders of Santiago de Cuba.'"

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entrance to the channel. Admiral Cervera, they alleged, was aware of the intentions of the Americans, and ordered part of his squadron outside to defend the entrance.

The official dispatch from Santiago also said that when the Merrimac sunk Admiral Cervera, who was on board of a Spanish warship near by, entered a small boat and "personally saved the survivors, who were swimming in the water."

The people of Madrid consider Santiago important, basing their belief on the fact that the defenses that place were constructed by the celebrated artillery expert, Ordones.

SIGSBEE ON THE EXPLOIT.

Commander of the St. Paul Load in His Frigate of Hobson and His Men. WASHINGTON, June 4.—Captain Sigbee was at the navy department to-day conferring with the officials. As his ship, the St. Paul, had just come from Santiago, he was in a position to discuss the sinking of the Merrimac with a full knowledge of all the details of the exploit, and even she went down. The captain's personal observation had shown him that the harbor entrance at Santiago was very narrow, and the channel was even narrower, being barely wide enough for one large ship to pass through. It was clear from this that any big bulk placed in the channel would effectually prevent the egress of the Spanish fleet and would keep them effectually bottled up.

It is possible that to those executing the move was very great, Captain Sigbee said, as they took their lives in their hands for escape by boat or to the shore, or, in any event, knowing that the chances were not against escaping alive.

"Constructor Hobson," he said, "carried out his orders well. He and the men with him performed a work of great courage and bravery. It was one of the pluckiest achievements in the history of the service. It was equal to Cushing's exploit, and even more dangerous, for there was terrace after terrace of batteries to pour shell and shot down on the vessel, and there was no loophole of escape. Hobson and his men performed a heroic act, and their achievement, coupled with the cutting of the cable and destroying communication with Madrid, will form a day's record that will be conspicuous in history."

"Hobson is a brave officer, very equal to such emergencies. The Merrimac probably was within range of the batteries for a distance of three miles in the course of the undertaking, and possibly was under a hot fire from all these guns for twenty minutes. Hobson, I remember well, stood first in his class at the Annapolis academy, and he has always shown a good judgment and has an excellent record."

Captain Sigbee regards the situation at Santiago now as very satisfactory, as the Spaniards are cut off from either ingress or egress, while the American ships are free to maneuver outside the harbor and concentrate their fire on the ships and forts.

The Merrimac is one of several colliers with the American fleets. It is understood that Commodore Schley had one collier and Admiral Sampson two, so that, with the loss of the Merrimac, two colliers with ample supplies of coal, remain. It is hardly supposed that any coal was left on board the Merrimac before she was sent into the channel, as her hull and superstructure would be sufficient for an effort to blockade without the addition of any coal.

Makers of diamond jewelry that "attracted Jaccard's, 104 Main st. Know Where Trouble Lurked. From the New Orleans Times-Democrat. A man who, although well dressed, was very drunk, was riding uptown in a car that was well filled with sober, staid and contented respectable passengers. He rode in various ways to attract attention or draw somebody into conversation, but his advances were received with coldness and later on, when he became somewhat aggressive, he had no better luck. Finally his confidence led him to the door of a man who had at last found what he had been looking for, he swung his hat over his head and said:

"Hurrah for Spain!" "Nobody moved or said a word, and the lunatic looked aggrieved. "Well, why don't somebody come up and speak to me?" "No one answered this query, and the aggressive individual broke out again: "Well, why do you all dead 'jest waitin' to be buried?" "Still no reply. "I see how it is. Nobody has respect enough for me to speak me, no matter how I deserve it. Never you mind! I'll soon be laid to rest, and I'll talk for Spain, and my wife won't do a thing to me."

Deer Hunting With Eagles.

From Forest and Stream. The berkeute or bearcoat, the golden eagle, is trained and used by the natives of Ontario and the Kirghis steppes for hunting foxes, wolves, bears and deer. Mr. Harting quotes this description from A. T. Sisson: "We had not gone far when a large deer rushed past in a jutting point of the rocks and bounded over the hillside. The bearcoat was unhooked and his shankles removed, when he sprang from his perch and soared into the air. I watched him ascend as he wheeled round, and was under the impression that he had not seen the animal; but in this I was mistaken. He had now risen to a considerable height and seemed to poise himself for a minute. "After this he gave two or three flaps with his wings and swooped off in a straight line toward the prey. I could not perceive that his wings moved, but he came at a fearful rate of speed, and in my haste I had a touch of the whip; in a few minutes he carried me to the front, and I was riding neck and neck with one of the keepers. When we were about 30 yards off the bearcoat struck his prey. The bearcoat struck one lion into his neck, the other into his back, and with his beak was tearing into the animal's liver."

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Bargain No. 1. Gold Watch, 10 or 15 year's stock, warranted 100.00 for \$10.00

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I'M A FANI!

Never go to the game—neither does my master; he finds his work too pleasant in baseball season, while I'm serving him with cool breezes down his back, to do any more than read the score. I'M NOT A BASEBALL FANI! My ideas are revolutionizing the world and the atmosphere in places too warm for comfort. I'm speedy and deliver a very mystifying "in" shoot and up and down about. Talk to W. T. OSBORN, 702 Delaware street, about me. Tel. No. 523.

A LITTLE SURPRISE FOR HIM.

The Experience of a Man the First Time He Passed the Plate in Church. From the New York Sun. "The first time I ever passed the plate in church," said a reminiscent man, "something very unexpected happened. I got half way up the aisle, and was getting along nicely and smoothly as could be, when a man sitting in the row next to me, leaning over to me, and so his eyes indicated that he wanted to speak to me. "Now you know that was something I had never dreamed of. It had always seemed to me that the man passing the plate walked straight up the aisle in a solemn kind of way, while the whole church was still, never pausing except to hand the plate in the pew and get it back, and the idea that anybody could ever speak to him had never occurred to me, and so this man's indication that he wanted to speak to me came as a great surprise and something of a shock. But I didn't drop the plate, and I had the request sent a friendly glance down the aisle to me. "Later, at one time and another in the course of my experience, I received various requests while passing the plate, and of these I was always ready for them after that."

Smoking Out an Owl. From the Portland Oregonian. City Treasurer Hachensy is one of those old-fashioned men who get up first in the morning, build fires, and make some coffee for the refreshment of himself and the others as they turn out. Monday evening he laid the request sent a friendly glance down the aisle to me. "Later, at one time and another in the course of my experience, I received various requests while passing the plate, and of these I was always ready for them after that."

Deer Hunting With Eagles. From Forest and Stream. The berkeute or bearcoat, the golden eagle, is trained and used by the natives of Ontario and the Kirghis steppes for hunting foxes, wolves, bears and deer. Mr. Harting quotes this description from A. T. Sisson: "We had not gone far when a large deer rushed past in a jutting point of the rocks and bounded over the hillside. The bearcoat was unhooked and his shankles removed, when he sprang from his perch and soared into the air. I watched him ascend as he wheeled round, and was under the impression that he had not seen the animal; but in this I was mistaken. He had now risen to a considerable height and seemed to poise himself for a minute. "After this he gave two or three flaps with his wings and swooped off in a straight line toward the prey. I could not perceive that his wings moved, but he came at a fearful rate of speed, and in my haste I had a touch of the whip; in a few minutes he carried me to the front, and I was riding neck and neck with one of the keepers. When we were about 30 yards off the bearcoat struck his prey. The bearcoat struck one lion into his neck, the other into his back, and with his beak was tearing into the animal's liver."

A Hard Combination. "To me, it cannot be denied. In families or in nations. To find folk long on family pride And short as living nations. A Veteran. From the Detroit Free Press. He—"Your friend thinks that she would make a good soldier," would, she's accustomed to face powder, you know."