TESTIMONY WAS INDECISIVE.

Captain McCalla Was Examined Further in the Schley Inquiry.

CORRECTNESS OF SCHLEY'S DISPATCH THAT HE COULD NOT OBEY ORDERS

As Officially Printed Testified to by a Cipher Expert. Captain McCalla Said Squadron Never Left Santiago During the Blockade.

Washington, September 28.—In the Schley court of inquiry today Captain McCalla of the Marblehead concluded his testimony, begun yesterday, and the court heard the testimony of Lieutenant Commander W. H. Southerland, who commanded the Eagle during the Spanish war, and also that of Lieutenant Cassius B. Barnes. The latter is a cipher expert in the navy department and his evidence was devoted to showing that the dispatch from Commodore Schley to the navy department of May 28, 1898, saying that he could not, much to his regret, obey the orders of the department, as printed in the official report, was a correct translation of the message as forwarded from the Harvard at Kingston.

Commander Southerland explained the condition of the Eagle during his campaign and told of the part that vessel played. He said the slow progress made in the cruise to Santiago was due to the fact that the vessel was one-third full of water. He also told of signalling the Scorpion to inform Commodore Schley that the Spanish squadron was not in the harbor of Cienfuegos.

Captain McCalla said he had suggested to Schley after the batter of Santiago that there was glory enough in the victory for all.

Mr. Slayton did not press his request to be allowed to appear as counsel for Admiral Sampson, as he had announced he would do. He wrote a second letter to the court renewing his application and recounting the times that Admiral Sampson's name had been brought into the case, but he left the city later in the day, requesting the court to hold up the matter for the present.

Today's session of the Schley court of inquiry began as usual at 11 o'clock, with the recall of yesterday's witnesses for the purpose of correcting mistakes in their testimony and allowing other questions to be asked them when necessary to make clear any points which had not hitherto been sufficiently elucidated by them. Captain McCalla of the Marblehead during the Spanish war then continued his testimony, which had been begun yesterday.

The attendance of the spectators at the opening of the session was in excess of the average and an exceptionally large number of people had arrived before the usual time with a view of securing the best available seats, evidently under the impression that the proceedings were of growing interest. Indeed, the public interest is manifestly increasing in the proceedings and not diminishing, as had been expected it would. None of the chairs set apart for the public were any longer left vacant and persons were standing throughout the sessions.

The counsel for Admiral Schley have reached an agreement with the counsel for the navy department as to the parts of the log of the various vessels engaged in the Santiago campaign which are to be put in evidence and printed in the record of the court. It was found impracticable to print the entire logs, not only because to do so would have been confusing, but because of the delay it would have necessitated in getting out such a volume of material as they would have made. The counsel have eliminated all parts of the logs which do not bear upon the inquiry and such as will be printed is expected to be very useful to the court, as well as to the counsel.

Mr. Hanna made a brief explanation of his use of the term "success" in yesterday's proceedings as applied to Admiral Schley. He said: "I should like to say a word in explanation of one word which I noticed appears in the record. I learn to my surprise from an examination of the records that I used the word 'success' in reference to the distinguished officer who has asked for this court of inquiry. I wish to state, with respect to that, that I was not aware that I had used that expression until this morning. It was used in the rapidity of debate and simply for the reason that in the course of long years of experience it is the word generally employed in such cases. Before this court of inquiry the judge advocate and myself considered what we should call the gentleman who had represented it and desiring to extend to him the utmost respect in the matter, we selected a term which is not often employed, the term of 'applicant,' and I believe I have used that term many times in the course of these proceedings. I wish to add only my sincere and earnest and most cordial expressions of regret that by inadvertence or accident I have employed a word that would imply any such reflection."

When Captain McCalla took the witness stand, Mr. Hanna asked him: "Were any ships assigned to the duty of engaging the batteries on the morning of May 31, 1898, or during that day, or to the duty of enfilading the batteries?"

The reply was: "None that I know of."

Mr. Hanna—Were there any shoals or other obstacles of any kind to prevent the battleships from approaching the mouth of the harbor of Santiago sufficiently close to have been within easy range of the Colon?

Captain Parker objected to the question, but the court refused to sustain the objection and the question was repeated.

Captain McCalla replied: "None that I know of. The only shoal I knew of was the shoal on the west side of the channel opposite Morro."

"Did the battleships go within range of the Colon?"

"Not from my observation."

"Were you so situated as to observe the fall of shots from the fleet?"

"I was."

"Where did they fall?"

"I think I saw every shot fired. They all fell short that I saw. One very heavily reached the Colon."

The witness said that the American ships engaged in the Colon bombardment steamed in a distance of about two miles.

Captain McCalla testified at some length concerning the weather and the sea on May 26 and 27. He said there was no difficulty in coaling on the 27th, as the sea was smooth. The witness said that he had been present during a conference of commanding officers on the Brooklyn while the fleet was off Santiago on May 29. Describing what took place, he said: "The commanding officers were ordered on board the Brooklyn on May 29. It was with regard to the work of the blockade. I can only remember one specific thing which took place at the close, and that was that Captain Evans asked Commodore Schley if the Spanish ships did not come out if he was going in for them. He said, 'Certainly,' and then arranged for a subdivision of fire from the ships under his command on the Spanish ships should they come out."

Mr. Hanna—To that conference on May 29, had you at any time received definite instructions respecting the order of battle or the mode of procedure which the fleet should follow in case the Spanish vessels should suddenly appear?

"I do not remember."

"Did you have any further conversation with Commodore Schley?"

"I had a conversation with him in his cabin after the battle of Santiago, also on July 5, in Guantanamo bay. I went on board, making an official call to pay my respects, and during the visit Commodore Schley read to me what I understood to be a part of his official report of the battle. After he had finished I said: 'Commodore, you remember that after the battle of Lake Erie there was an unfortunate circumstance and controversy, and I hope that there will be none after the battle of Santiago, because there was glory enough for everybody.'"

Captain McCalla said that when the flying squadron encountered the scoutships to the south of Santiago on May 26 they were east of a direct line south.

"If they had continued as they were then going, could they have arrived at Santiago?" he was asked.

"Certainly not."

"Where would they have arrived?"

"On the coast of Hayti."

Relating the particulars of the blockade of Santiago before June 14, Captain McCalla said the Marblehead and the Vixen had at night occupied positions inside the large ships about two miles from the shore line and that the line was easily discernible.

On cross-examination by Mr. Raynor, the witness said he had failed to execute an order from Admiral Remey, delivered while he was in command off Cienfuegos, directing that all except the smallest vessels be withdrawn. He had, he said, failed to leave the small vessels there.

"Did you do that on your own responsibility?"

"Yes."

Referring to the fact that he had informed Captain Chadwick, Admiral Sampson's chief of staff, of the code of signals arranged for communicating with the insurgent Cousins, he said that he did not in any way communicate with the commander in chief.

Mr. Raynor—According to the regular custom and reasonable acceptable in cases of that sort, was it not your purpose that this communication should go to the commander in chief through his chief of staff?

"Certainly," was the reply.

The witness said further that he thought it was common knowledge at Key West after his arrival on May 19 that the Cuban insurgents were on the coast near Cienfuegos, but that no information was given concerning a code. He had, he said, failed to give the code to Commodore Schley when he passed him when the Commodore was on his way to Cienfuegos, because he did not know that the commodore was bound for that port.

"If I had thought he was going to Cienfuegos," he said, "I would have gone along and given him the information."

He had ordered the Eagle to give Commodore Schley information concerning the presence of insurgents, but had not given the code to the commander of that vessel. He would have done so if he had known the destination of the squadron.

Replying to a question, Captain McCalla said that Commodore Schley's fleet while off Santiago had never to his knowledge been withdrawn to any distance from the harbor of Santiago.

"Pshaw," said Captain Parker, "that story, to whomever told, is absolutely false!"

"I object," shouted Captain Lemly in a voice as sharp as a pistol shot.

"The objection is sustained," said Admiral Dewey. "The question is highly improper."

On redirect examination Mr. Hanna asked: "If Commodore Schley had signaled you to come on the Brooklyn and had stated to you that his destination was Cienfuegos, would you or not have communicated to him the secret signals to which you have referred?"

"I would have given him the code, of course, concerning the signals."

Captain McCalla also identified, upon Mr. Hanna's request, a letter addressed by Mr. Hanna who had withdrawn the Eagle from off Cienfuegos before the arrival of the flying squadron, and he read:

"Bring on the fleet and bombarding the condition of the oil do not at Cienfuegos. I considered that it might seriously endanger the Eagle, a small ship. She would not have escaped from the channel in which she would have been obliged to remain. In addition I felt that she would have been overpowered by two Spanish gunboats which it was said to be in the harbor from Cienfuegos."

In reply to questions by Mr. Hanna, Captain McCalla said that the memorandum prepared by himself and quoted by Admiral Sampson in his report of August 3, 1898, as having been placed in possession of Admiral Schley, contained all the information except the secret code which he possessed concerning the insurgents when he arrived at Key West on May 19.

Mr. Hanna stated that his purpose in asking this question was to develop the fact that the memorandum was in the hands of Commodore Schley in time for him to have acted upon it before leaving Cienfuegos for Santiago.

The court asked the following questions of the witness:

"What was the state of the sea between May 24 and May 26, when the squadron was steaming to Santiago from Cienfuegos?"

"To the best of my recollection, it grew rough during the night of the 24th. We had so far as I remember, rain and thick weather.

"Next day we had thick and rough weather and moderately heavy sea. The weather was clear on the 26th so far as I remember; by noon of the 26th it was fair weather, the sea was moderate from the night of the 25th on until it became quite calm on the night of the 26th."

"Was the Marblehead in condition for any service that might be required of her on May 27?"

"She was in such condition beyond the fact that she had not been in dock for nearly a year."

"What was the direction of the prevailing wind between the 23d and 26th of May inclusive?"

"From the 24th to the 26th it was easterly. I can not remember exactly how it was on the 23d. My recollection is that we had a slight head wind, but that is only going from Santiago to Cienfuegos. We have good weather on the 23d."

"Did you on any occasion see the blockading force at or near daybreak between the 26th and the 31st of May?"

"I saw them every morning. I could see them at night, too, because there was some moonlight."

"How far were they from the Marblehead and how far was she from the entrance to Santiago?"

"I judge we were certainly two miles, and perhaps three miles inside of the larger ships."

"Were you familiar with the coast in the vicinity of Cape Cruse?"

"I knew the whole coast pretty well."

"At what distance from the mouth of the harbor were the Massachusetts, the Iowa and the New Orleans during the night on May 31?"

"I judge they must have been from the Colon about five miles. I estimate that the distance from the Morro to the Colon must have been 1200 or 1300 yards."

"Did Commodore Schley at any time prior to May 27 consult with you about the possibility of coaling large ships at Cape Cruse?"

"I do not remember that he consulted with me. I told him I thought the ships could coal under Cape Cruse from the 24th, the morning I reported."

Captain McCalla was then excused.

Lieutenant Commander W. H. H. Southerland, who commanded the converted yacht Eagle during the Spanish war, followed Captain McCalla on the witness stand. He said that he had first fallen in with the flying squadron on May 19, when the squadron was steaming toward Cienfuegos and Captain McCalla's squadron was on its way from Cienfuegos to Key West. He had then, under Captain McCalla's orders, undertaken to communicate to Commodore Schley his information concerning the situation at Cienfuegos, and had given this information to the commander for the commodore's message to be followed. We left Cienfuegos on the night of the 19th, at which time, as we learned from insurgents, the only vessels there were two gunboats and several cannonettes.

Commander Southerland also told of his return to Cienfuegos May 24 and of corresponding the Merrimac to cause for the purpose of communicating with the insurgents. He also related that in turning McCalla and him at full speed in advance of the Marblehead to notify the commander of the squadron that Cervera's fleet was not inside the harbor at that point and had not been there. He had, he said, delivered this information about 3 o'clock.

At this point the court took a recess for luncheon.

When the court resumed for the afternoon session Captain Lemly read the agreement between himself and counsel for Admiral Schley as to the portions of the logs of certain vessels to be printed.

The judge advocate then brought up Lieutenant C. H. Barnes, cipher expert of the navy department, for the purpose of explaining the discrepancies between the dispatch of Admiral Schley saying he could not obey orders in regard to leaving the coast of the department, as it was reported by the admiral and was printed in the department. Mr. Raynor objected to the calling of the witness while Commander Southerland's testimony was incomplete. He also said that he did not consider the various notes in the discrepancies as important, for, quoth Lemly and Mr. Hanna contended that the matter was of grave importance and that there were precedents in both courts martial and courts of inquiry for the course. Mr. Hanna asked if Mr. Raynor's purpose in making the objection was to prevent the truth from being brought out. Mr. Raynor declared that such was not his intention.

"I desire to state," said Mr. Hanna, "that counsel has stated upon the record 'this is an important matter and the government ought to account for it,' and instead of permitting it to go on as he should have, counsel has interposed objection, as he has done many times in regard to this trial. He has taken more time to discuss and dispose of objections than the matter itself would have required."

Mr. Raynor—I am very tired of that suggestion.

Mr. Hanna—I am really very tired of making it. I hope the occasion will not occur again.

The court decided that on account of the objection Mr. Barnes should withdraw. He did so and Commander Southerland was then recalled. Describing the order from Kingston to Santiago, Commander Southerland said that from the middle of May 24 to the afternoon of the 25th the Eagle had very bad weather. This was due to the fact that the sea had a long roll which was very trying to the yacht, as the vessel was then one-third full of water.

"A little after 1 o'clock on the 26th, when about twenty-five miles from Santiago," he said, "I was called alongside the flagship and the commodore directed me to go to Port Antonio for coal and to report through weather south of Cuba. My answer substantially was that already had three days' coal, as much as the Marblehead, meaning as much in proportion. The commodore told me that I had not enough for his purpose and directed me to carry out his orders. I again asked him to let the Eagle remain with the fleet and coal from the collier. He very courteously acceded to me that he either very much regretted or was very sorry he could not let me do so. The Eagle had not coal enough for his purpose and he again directed me to proceed, which I did, after communicating with the division commander."

"How much coal did the Eagle have?"

"Not less than twenty-seven tons."

"Of course the Merrimac was with the squadron, was she not?"

"She was."

"State whether, considering the wind and weather, it was practicable for the Eagle to go alongside the Merrimac to take coal."

"Without any doubt."

"Why did you not do this?"

"It was not in my power, as I had no authority."

"Did you suggest to the commander of the flying squadron that you could do this?"

"I did not. I requested him earnestly to let me stay and coal from the collier."

"Was anything else said between you and the commodore at this time?"

"No, I was so disappointed I did not care to say anything else."

Mr. Raynor questioned Commander Southerland concerning his megaphone message to the Scorpion of May 19 and displayed the log book of that vessel to show that while other facts were mentioned as having been megaphoned by the Eagle, there was no mention that Commander Southerland had said anything about conditions at Cienfuegos. Witness said if his own log made no mention of this message, "it was certainly a question of whether the young officer on deck at that time put down my exact words."

Lieutenant Barnes was again called. Pending his appearance, Mr. Hanna made a statement concerning the two versions of the Schley dispatch of May 28. He referred to the fact that not only the translation of this dispatch, but also the translation of a navy department dispatch of May 27, had been called into question. He, however, gave his personal attention to the Schley message, saying: "There is no more important paper before the court than this telegram, and in order to discount its importance in order to weaken its terrible effect there have been insinuations by the record made suggestions that the dispatch as printed by the department is not correct. Now we propose to show that this dispatch was printed in the appendix to the report of the chief of the bureau of navigation for here is perfect word for word as that dispatch was received by the navy department from the wires and confirmed by its telegraph receipt. We propose to show further that this dispatch as received by the navy department was sent ahead of the original to the West Indies, as it was placed upon the wires in Kingston, as it is printed in the appendix.

"I do not wish to lay any further stress upon the matter except to say that in all my experience in Washington in connection with the messages of executive departments in high officials of the government and by subordinates I have not found that a single official document. I do not believe that this was true. We did not accept it as a proposition which was worth any consideration except for the fact that it was in dispute. I here and upon investigation we have found the texts to be substantially the same. The cipher translation is faulty, and we propose to prove them by a witness whom we desire to call. We are not trying this case upon the appendix, but upon original documents. We have never had upon their copies. They are subject to inaccuracies, of course."

Lieutenant Barnes then identified the cipher text book of the auxiliary cruiser Harvard, which vessel, during the war, was under command of Captain Cotton. This was the vessel which carried Admiral Schley's dispatch to Kingston to be there transmitted by cable to Washington. Lieutenant Barnes said he was familiar with the department cipher code and that last night and this morning he had made a translation of the dispatch as presented. The code read as translation and was questioned concerning it by Mr. Hanna, who asked: "Have you examined the duplicate of the copies received at the department and compared it with the cipher as it appears in that press cipher book?"

"I have."

"Was this cipher message as received by the department confirmed by the telegraph company?"

"It was."

"I will ask you whether in cipher those words as they appear in that press copy book are identically the same in cipher as those received by the department: Is there any variation whatever in word or letter?"

"They are identically the same on the word. Three words, as I recollect it, have letters which are indistinct in one place or the other and might be mistaken, although there is no chance of mistaking the word."

"Then I will ask you whether, according to that press copy book, that dispatch left Kingston as it was received at the department in cipher?"

"It did, if this was the dispatch that was sent of which this is a copy."

Witness then testified to certain minor variations in words in usual translations.

By Mr. Raynor—I do not think there is any disagreement between us. There was a dispatch sent by Commodore Schley, delivered to Captain Cotton on the Harvard. That dispatch was transferred into cipher on board the Harvard between Santiago and Kingston. The cipher translation came here to Washington and you made a translation, which I have no doubt is perfectly correct. The translation seems to accord in most particulars, with the exception of some trivial things, with the translation you have in the appendix.

Mr. Raynor then cross-examined the witness, first asking him whether he had any knowledge that the cipher dispatch in question is a correct translation of the dispatch that Commodore Schley gave to Captain Cotton.

"I have no special knowledge that it was," the witness replied.

"Now, in Admiral Schley's letter book I want to show an entry. The word 'consran' occurs. Does that not mean that the navy department has confirmed that dispatch by comparing it with the original?"

"It does not mean that to me."

"What does it mean?"

"I do not know who put that there."

Mr. Raynor—I am quite sure we do not know who put it there.

The Witness—That was there when I first looked at the book; so was also the word 'canceled' in some of the other dispatches.

"Who has that original dispatch, the original English dispatch of which this is a press copy?"

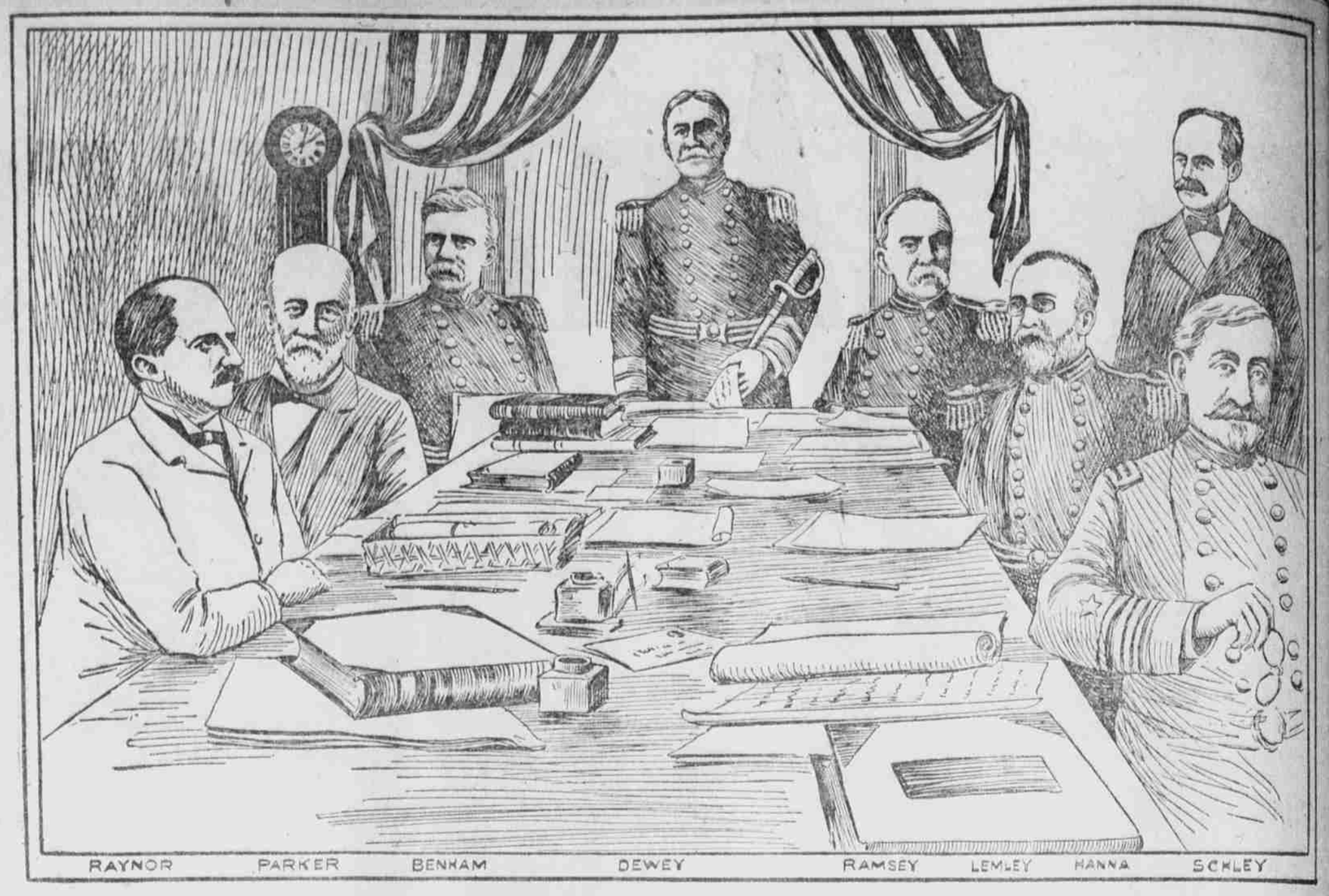
"I do not know. I suppose that the captain of the Harvard has it among his papers. It can not be found among the papers he has turned in at the navy department."

Mr. Raynor—Then we have here this case: We have a dispatch sent by Admiral Schley, delivered to Captain Cotton, translated into cipher and you do not know whether that cipher is a correct translation of the original and you can not tell us where we can get that original dispatch so that we can ascertain whether this or a copy does or does not correspond with the original dispatch delivered to Captain Cotton?

"I can not."

Mr. Raynor and Captain Parker closed by stating there was no intention on their part to cast any imputation on the department.

The witness was excused and the court adjourned until Monday morning.



THE SCHLEY COURT ON INQUIRY.

BUSINESS MATTERS.

New Bank for Farmersville.

(Special to The Post.)

Washington, September 28.—The application of Sam R. Hemphill, R. S. Hill, James Williams, James T. Penfield and G. W. Bike to organize the Farmers and Merchants National Bank of Farmersville, Texas, with a capital of $50,000, has been approved by the Comptroller of the currency.

Business Closed Out.

Ennis, Texas, September 27.—Mr. T. D. Turner, wholesale and retail grocer of this city, has just sold his store building to Temperton & Hoefner, consideration $10,000, spot cash. He also sold his fine residence to Mr. L. Cort for $7500. Mr. Turner will close out his stock of goods and move to Kansas City, Mo. He recently lost his wife, hence his change of location.

Retired from Business.

Ennis, Texas, September 27.—Mr. J. A. Pace, who has been in the dry goods and grocery business here for many years, yesterday sold his entire stock of dry goods to Mr. N. A. Franklin of Kaufman, who will continue the business in Ennis.

SHORT TEXAS SPECIALS.

FREDERICKSBURG.—Marcelino Gonzales was convicted of murder and given a life term in the penitentiary.

GROESBECK.—By prompt action the county authorities closed a hop ale joint at Prairie Hill and convicted the man who was running it.

TIMPSON.—Hon. J. H. Spivey fell from a scaffold and was very seriously injured. Mr. Spivey was at one time representative from this district.

NAVASOTA.—At the Baptist church in Martin's Prairie conference convened. Rev. C. R. Guerrant of Bedias was chosen as pastor at that place for the ensuing associational year.

PORT LAVACA.—J. D. Mitchell of Victoria is here. Mr. Mitchell is with a company that was formed to bore for oil, and it will resume operations in Mr. O'Connor's big pasture at O'Connorport.

CLEBURNE.—A petition has been presented to the commissioners court requesting that Cleburne and her suburbs be created an independent local option precinct. The court has taken the matter under advisement.

To Uphold the Law.

To the Editor of the Advertiser.

Tuskegee, Ala., September 23.—"Mob rule is destructive of all government." These are the words just spoken by Hon. Adlai E. Stevenson.

In the midst of the season of deepest grief, when the heart of a nation is shedding tears of sorrow as perhaps it has never before done for an individual, is it not a fitting time to stop to take our bearings that we may know whither we are drifting? With united voice we condemn the individual who was the direct cause of removing the, perhaps, most tenderly and universally loved president, the nation has ever had. But in all sincerity, I want to ask, is Czolgosz alone guilty? Has not the entire nation had a part in this greatest crime of the century? What is scarcely but a defiance of law and has not the nation reaped what it has been sowing? According to a careful record kept by the Chicago Tribune, 2516 persons have been lynched in the United States during the past sixteen years, and every State in the Union except two has had its lynching. A conservative estimate would place the number of persons engaged in these lynchings at about fifty per individual lynched, so that there are or have been engaged in this anarchy of lynching nearly 125,000 persons to say nothing of the many organized bands of technically organized anarchists. Those composing these mobs have defied governors, judges, sheriffs and helped create a disregard for law and authority that, in my mind, has helped to lay the foundation for the great disgrace and disaster that has overtaken the country.

We can not flow disorder and reap order. We can not sow death and reap life.

To check the present tendency, it seems to me there are two duties that face us: First, for all classes to unite in an earnest effort to create such a public sentiment as will make crime disappear, and especially is it needful that we see that there is no idle, dissolute, purposeless class permitted in our midst with which and among whom crime usually originates.

Second, for all concerned, in a brave effort to bring criminals to justice, that whatever is supposed crimes is found, no matter what the charge against him is, he shall have a fair, patient, legal trial, and if guilty put to death through the agency of the law, upon proof, or, if not, to receive what has put in place by the hand of lynching unknown.

At this present time, when governors, judges, the pulpit and the press in all parts of the country are condemning lawlessness and anarchy as never before, is the time to act in the premises.

When the murder of McKinley was begun, it was said that lynching would be inflicted, but for one crime, but the sweet faces claim that as true it is the lynching spirit is lawlessness. Day after day mobs have scourged each year for crimes supposed, crimes done for the crime for which it was begun.

Let us heed the words of our departed and beloved chief, as he lay upon his dying bed, referring to his murderer: "If there be will be treated with kindness." If William McKinley, as he was suffering up to life in behalf of the nation, could be heard, surely the peaceful appeal was enough to convince that his assassin found an honest and honestly tried and protected, surely we can afford to heed the lesson. The best war, it seems to me, to show our love and reverence for William McKinley is to reach the conclusion in every community, in every part of the country, that the majesty of the law must be upheld at any cost.

Booker T. Washington.

LAWYER GOT INTO PRISON.

Experience of a Kansas City Attorney When Away from Home.

Kansas City Times.

"One of the funniest things that have happened since I became a United States marshal was when a young Kansas City lawyer and I went to Joplin for the purpose of attending to some affairs connected with the seizure of a stock of goods," said E. R. Durham yesterday. "I went down to take possession of the store. The young attorney represented some of the creditors and he wanted to see that everything was done satisfactorily. We rode on the same train and arrived in Joplin early in the morning.

"We became separated and while he went to a hotel I walked over to the store to see the clerks the situation of things concerning the keys, and took charge of the place. Several hours elapsed by and the young lawyer did not show me. Finally I heard a knock at the door, which I had secured with a large sheet of paper.

"Who's there?" I demanded.

"It's me," he said calling his name.

"I let him in and asked him where he had been. I told him the thing was all over and there was nothing to be done.

"'Well, I couldn't get here,' he said. 'I've been in jail.'

"This stunned me. I couldn't imagine what such a bright, pounding fellow could do to put in the jails before he had been in the town half a day. As soon as he could compose himself he explained it all.

"'It was this way,' he said. 'I was in the hotel and, not desiring to have the other side know I was here, I did not register. I guess that excited some petty scoundrel and as officer stepped up to me and said I would have to go with him. I asked him what for, but there was no way out of it, and the station then said they had a description of me that answered me to perfection. The man described me beautifully. I protested, showed the letters and argued in vain. They said I was a singulous character in not wanting to have my identity known.

"'They call the deputy United States marshal down there the marshal and when I told them I knew the marshal and that his name was Durham they said I was a liar, my base and a crook, sure as shooting. I took all kinds of proof to get away from there. What time does the next train go back?'

"That lawyer wouldn't spend another hour in Joplin. He was as anxious to get out of town that he boarded a freight train, and I'll venture he wouldn't go back to Joplin for the fattest fee he ever dreamed of unless he had a traveling companion for identification purposes."

Superiority.

"There is no doubt about the superior talents of women," said Mr. Meekly, as he gave a sailor affleck to his trousers, "none whatever. Every now and then they demonstrate in some unexpected way that calm indifference to the petty cares that overwhelm the masculine nature."

"What have you observed now?"

"That they don't need any suspenders to hold their rainy-day skirts on."

MEN BE MANLY

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The Vacuum Organ Developer was first introduced in the standing armies of Europe a few years ago by the French specialist. Its immense and its remarkable success in these countries led the Local Appliance Co. to secure the exclusive control of its sale on the Western Continent and since its introduction into this country its remarkable cures have astounded the world and medical profession.

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