

DEMAND PEARY PROVE HIS CLAIM

ADMIRAL SCHLEY CALLS UPON PEARY TO SUBMIT HIS DATA.

Washington, Dec. 23.—Reaffirming his complete confidence in Dr. Cook, Rear Admiral W. S. Schley, retired, today called publically upon Commander Peary to submit his proofs that he reached the North Pole to some scientific body other than the National Geographic Society. This the admiral declares should be done at once in the interest of justice and to establish beyond question the claim of Peary.

The admiral believes that the same body which threw out and repudiated Cook's data should be permitted to pass upon the data submitted by Peary to the geographic society.

"The Danes are the best posted body of men in the world on Arctic matters," he said. "The consistory of the University of Copenhagen should be given the opportunity to examine the Peary Proofs, for in that way they would be submitted to the same test that was applied to those of Cook. The consistory, which was regarded by the civilized world as more than friendly to Dr. Cook showed by its action in turning down the explorer that it holds the scales of justice, as it sees them, evenly and honestly."

Moreover, Admiral Schley believes that the submission of the proofs to Copenhagen should be insisted upon by Peary, despite whatever the National Geographic Society's attitude may be.

Admiral Schley declined to say on what grounds he took exception to the finding of the scientists of the University of Copenhagen that Cook had not been at the North Pole. He merely reaffirmed his belief in the explorer, adding that he believed also that Peary, too, had gained the top of the earth.

The importance of the admiral's demand is increased by the fact that he has had wide experience in the far north.

THE TALE THAT TAFT TOLD.

While spending the winter in Georgia, before his inauguration as President, Mr. Taft went to the city of Athens to deliver an address to the students of the University of Georgia. He met a member of the faculty—a staunch Democrat—who said:

"Judge, I voted the Democratic ticket, but wanted to see you win."

Judge Taft replied: "You remind me of the story of Brer Jasper and Brer Johnson, who were both deacons in the Shilo Baptist church, although avowed enemies."

"Brer Jasper died and the other deacons told Brer Johnson he must say something good about the deceased on Sunday night. At first he declined, but finally consented."

"Sunday night, when time for the eulogy arrived, he rose up slowly and said: 'Bredem and Sistern, I promised ter say sump'n good 'bout Deacon Jasper tonight, an' I will say we all hopes he's gone whar we knows he aint.'"

SENATOR McLAURIN DIES SUDDENLY IN HOME AT BRANDON, MISS.

Jackson, Miss., Dec. 22.—United States Senator Anselm Joseph McLaurin died suddenly tonight of heart disease at his home in Brandon, Miss. The fatal attack seized Senator McLaurin while he was seated in a rocking chair in front of the fire place in his library. He fell forward, without speaking a word and life was extinct when members of his family reached his side.

The sudden death followed within a few moments after a remark by Senator McLaurin that he was feeling better than he had felt at any time since his recent severe illness, resulting from ptomaine poisoning.

Passenger (on branch line)—Say why does the engine always set up such a piteous howl at this particular spot?

Guard—Ah! it was here the engineer first met his wife.—Kansas City Journal.

A FAMOUS STEAMBOAT

THE STORY OF THE OLD MISSISSIPPI RACER. J. M. WHITE.

"Steamboat days" on the Ohio and Mississippi have given rise to a mythology entirely American, in which certain famous names are repeated endlessly. One hears old river men recounting tales that seem to have to do always with the Eclipse and the Shotwell, the Lee and the Natchez or some other pair of famous racers which were the fastest in their day. But there is one name which always stands alone, that of the steam packet, J. M. White, for many years the unrivaled holder of records of river speed.

There was but one J. M. White, and no other could be built. The story is related by Archer B. Hulbert in his book on the Ohio river.

The J. M. White was built at Elizabeth, Pa., in 1844. Billy King, a boatman famous for many years, drew the plans. He figured to a nicety the contour of the hull so that there should be but two waves dragged by it when under way. Then he so located the side wheels that they should strike the second wave at its crest and so convert this obstacle to speed into a benefit.

Mr. J. M. Converse, who was to build the boat, objected strenuously to this plan of putting the wheels 20 feet aft of the accepted place.

"I will make her this way or not at all," said King. Converse appealed to Mr. Chouteau of St. Louis, who was furnishing the money.

"Let King do what he thinks best," was the owner's answer. So the White was built as planned, although river men scoffed.

On its first run it placed the designer at the head of his profession. It ran from New Orleans to St. Louis against the full current of the Mississippi in three days, twenty-three hours and nine minutes, fully a day under the best previous time.

River men in St. St. Louis fairly besieged Billy King to design them a boat to beat the White. They offered him unheard of sums. To all his refusal was the same.

"When any man designs a boat to beat the time of the White, then I will draft one to beat his."

The builder's draft of the White was lost, and until the boat was worn out and cast away no one thought to take another from the hull. So after a few short years—for the life of a river boat is brief—the only draft of it was that which the designer had kept, and this he refused to let any man see. He had gone to St. Louis and from there he wrote home to a friend.

"Bring my wife to St. Louis as soon as she can get ready. Go into the attic of my house, and under the comb of the roof you will find a model in a box. Bring that box with you. Do not open it or allow any one to see it. Lock it in a stateroom on the boat and leave it there till you reach St. Louis. I will pay all expenses."

When they reached St. Louis his first inquiry was for the model, and upon securing it he took it at once to his house. He opened it in the presence of his wife and his friend and showed them a beautiful model of the White in walnut and pine several feet long.

With a saw he cut it to pieces and with a hatchet reduced it to kindling wood.

"I could have done that at home just as well, Billy," said his friend, "and saved the expense."

"Yes, but I should never have been satisfied," replied King.

His fame rests secure on the achievement of the J. M. White, whose record was never equaled until the R. E. Lee cut it to three days, eighteen hours and fourteen minutes twenty-six years later. He was wise enough not to try another and by destroying the last draft kept the actual plan of the boat forever secret.

If people only said what they thought there wouldn't be near the amount of talking there is now.

A girl's idea of having a good time is to do something she thought would be fun because she wasn't allowed to do it.

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RAILROADS MUST OBEY.

Washington, Dec. 22.—A sharp notice has been sent out to the railroads by the interstate commerce commission, warning them that failure hereafter to obey the orders of the commission either through misunderstanding or negligence of employees will be treated as an intentional violation. This comes as a result of the action of several railroads which have failed to comply with the commission's orders and then excused themselves by blaming some employees.

SAYS WOMEN HAVE NOT ACUTE SENSES.

That women are less sensitive and that the daintiest woman has no more emotional sense in the purely scientific view than her pet dog or her Persian cat are the very latest suppositions advanced by Prof. Howard Parker, Harvard's great zoologist and expert on the anatomy and physiology of sense organs. Regarding the difference in sense development of man and woman, Prof. Parker declares:

"Who ever heard of a woman taster, or a woman wine taster? In these occupations, where the most acute sense are required, we find only men. As for the question whether woman has more highly developed sense than man, I think that she has not."

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LITTLE COLLAPSED

MAN SENTENCED TO DIE OVERCOME WHEN TOLD THAT HE HAD BEEN GRANTED REPRIEVE.

Norfolk, Va., Dec. 23.—When the Norfolk county jailer today informed Howard Little, sextuple murderer, that Gov. Swanson had granted him a thirty-day reprieve, the condemned man collapsed. Little, for several days, has bordered on a nervous breakdown.

Little was recently convicted of the murder of George Meadows, his wife and three children and "Aunt Betty" Justice at Grundy, and was sentenced to be electrocuted at Richmond on January 7th. Little stated that he did not receive a fair trial at Grundy, and that his witnesses were afraid to testify in his favor for fear of being murdered. His attorneys will now take an appeal to the Supreme Court and are confident that the sextuple murderer will be acquitted of the murder with which he is charged. His attorney has always stated that Little was innocent, and has volunteered to give his service free.

TO POSTMASTERS.

From a recent count made by rural carriers in one of the counties in the State of New York of coins deposited by patrons in their boxes for the purchase of stamp supplies, it was found that each carrier in the county was collecting an average of 115 one-cent coins each week. This average applied to all the routes in operation throughout the country would give the enormous total of about 300,000,000 one-cent coins.

As most of these coins are deposited loose in boxes, it is desirable that you and the rural carriers, in a tactful and polite way, put forth your best efforts to induce patrons to provide themselves with stamp supplies in advance of their needs, and to equip their boxes with suitable coin-holding receptacles. It should be explained to patrons that the picking of loose coins from boxes not only results in needless hardship and suffering to carriers in winter weather, delays the delivery and collection of the mails, but frequently results in actual money loss to the carriers, for if, in collecting coins from boxes, they drop them into the snow or on the ground without recovery, they are required to replace the amount out of their own funds.

If it can be done without expense to the Department, announcement of the foregoing should be made in your local paper. Respectfully,

P. V. DEGRAW,
Fourth Asst Postmaster General.

SICK PASSENGERS DEMAND CARE.

Contentions that special care given by railroad employes to passengers who become ill is merely voluntary courtesy and it not regarded by law as a duty of public carriers, received a blow in the opinion given out by counsel of the Pennsylvania railroad for the benefit of officials. It indicates sick passengers can demand special care as a right. Trainmen are warned if a passenger is permitted to go on a train when he is known to be either physically or mentally ill or becomes helpless during the journey, it is the company's duty to care for him as well as possible on the train and see that proper accommodation is made for him when he is taken off.

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HONESTY IN CHINA.

You Can Trust a Native to Perform
Whatever He Promises.

"Chinese life or the phases of it that you see along the highroads of the northwest would appear to be a very simple, honest life, industrious, methodical, patient in poverty," writes Samuel Merwin in his book, "Drugging a Nation." "The men, even of the lowest classes, are courteous to a degree that would shame a Frenchman."

"I have seen two soldiers," writes Mr. Merwin, "who earned 10 or 20 cents a day greet my cook with such grace and charm of manner that I felt like a crude barbarian as I watched them."

"You soon learn in China that you can trust a Chinaman to carry through anything he agrees to do for you. When I reached Taiyuan-fu I handed my interpreter a Chinese draft for \$200, Mexican, payable to bearer, and told him to go to the bank and bring back the money. I had known John a little over a week, yet any one who knows China will understand that I was running no appreciable risk, and the outcome justified my faith."

"The individual Chinaman is simply a part of a family, the family is part of a neighborhood, the neighborhood is part of a village or district, and so on."

"In all its relations with the central government the province is responsible for the affairs of its larger districts, these for the smaller districts, the smaller districts for the villages, the villages for the neighborhoods, the neighborhoods for the family, the family for the individual."

"If John had disappeared with my money after cashing the draft punishment would have been swift and severe. Very likely he would have lost his head. If the authorities had been unable to find John they would have punished his family. Punishment would surely have fallen upon somebody."

"The real effect of this system, continued as it has been through unnumbered centuries, has naturally been to develop a clear, keen sense of personal responsibility. For whatever may occur somebody is responsible. The family in order to protect itself trains its individuals to live up to their promises or else not to make promises. The neighborhood, well knowing that it will be held accountable for its units, watches them with a close eye."

"When a new family comes into a neighborhood the neighbors crowd about and ask questions which, in view of the facts, are not so impertinent as they might sound. Indeed, this sense of family and neighborhood accountability is so deeply rooted that it is not uncommon on the failure of a merchant to meet his obligations for his family and friends to step forward and help to settle his accounts. It is the only way in which they can clear themselves."

French Stories.

The peculiar simplicity of the French peasant is illustrated by two incidents. A peasant went to his postoffice and offered for the mail a letter which was over the weight specified for a single stamp.

"This is too heavy," said the postmaster. "You will have to put another stamp on it."

"Wh-wh-why?" said the peasant, with wide open eyes, "w-w-will another stamp make it lighter?"

Another peasant, presiding over the municipal council of his village, gave the assembly a lecture on the lack of necessity for any more road building.

"As for the roads which are now bad," he said, "it is of no use to repair them, for nobody travels over them, and as for those which are good, why do anything to them until they get bad?"

Camels in Water.

Camels cannot swim. They are very buoyant, but ill balanced, and their heads go under water. They can, however, be taught to swim rivers with the aid of goatskins or jars fastened under their necks. During the Baluchistan expedition of 1898 the camels were lowered into the sea from the ships, and their drivers, plunging overboard, clambered on to the backs of their charges, causing the animals' heads to come up, and thus assisted they were successfully piloted ashore.—London Globe.

Just as Good as She.

"John," said Mrs. Parvenu wearily, but with decision, "I must have a consultation of physicians."

"But, Maria," he protested, "you have nothing but a cold in the head."

"Can't help it," she answered. "When Mrs. Brown was sick last winter she had a consultation of physicians, and I guess we can afford anything that the Browns can."—Chicago Post.